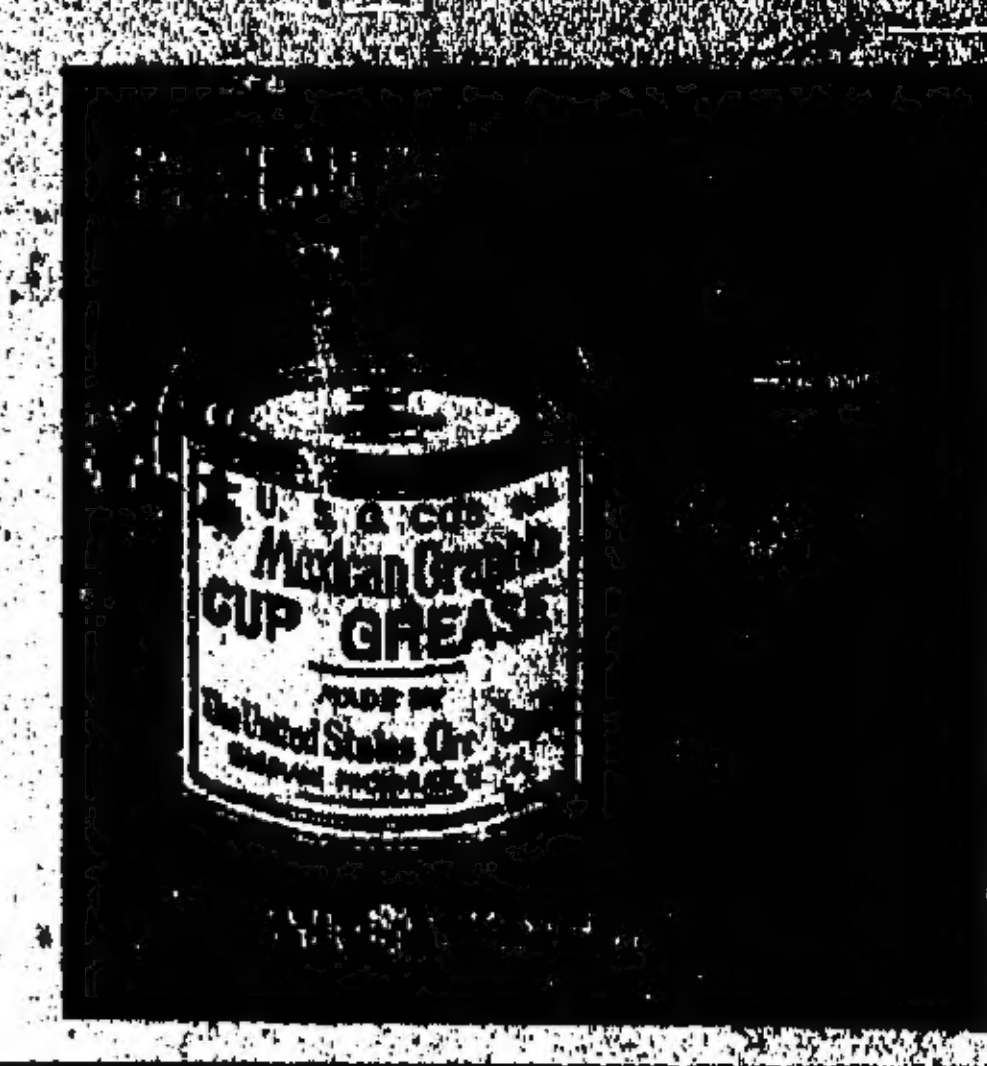


The Hongkong Telegraph.



FOUNDED 1881 No. 12,043 六拜禮 號六廿月式英港 SATURDAY, FEBRUARY 26, 1921. 日九十月正 SINGLE COPY: 10 CTS. 500 PER ANNUM.

REUTER'S TELEGRAMS.

BIG AMBUSH IN IRELAND.

Police Sustain Heavy Losses.

London, February 25.
What is unofficially described as the biggest ambush so far reported in Ireland occurred at Coolevokig, near Macroom, Mid Cork, entailing serious losses to the Government forces. It is reported that fourteen were killed.
Three hundred Sinn Feiners, entrenched in the hills under cover of rocks, attacked seven Auxiliary Police in lorries, commanded by Major Grant, who, with three Police, is reported to have been shot dead. After a fierce combat lasting for hours, the Police were apparently driven back. They eventually carried off some of the wounded, but were compelled to leave ten behind, presumed to be dead.
It is believed that the Sinn Feiners, who were not dislodged, suffered heavily. Strong Government reinforcements supported by an aeroplane have proceeded to the spot.

THE NEAR EAST CONFERENCE.

Delegates to Cable for Further Instructions.

London, February 25.
On the reassembling of the Conference the Turkish delegation which included Tewfik Pasha, was invited to express an opinion upon the Allied proposal to settle the Graeco-Turkish difference of opinion concerning the populations of Eastern Thrace and Smyrna by international commission for investigation in loco conditionally that both accept results of the arbitration; remaining clauses of the Treaty of Sevres, unaltered, to be loyally accepted by Greeks and Turks; immediate cessation of hostilities; exchange of prisoners; and the provision of guarantees for security of minority populations pending the final conclusion of peace. Mr. Lloyd George explained certain points in the Treaty of Sevres which were affected by the march of events. For example, the provisions regarding Armenia and Kurdistan could be discussed at the present conference but no other points could be raised. Bekirsami Bey who was deputed by Tewfik Pasha to reply, made a statement, after which it was decided that the delegations should consult each other and give their answer by 5 o'clock in the afternoon.
The Greek delegation was next asked its opinion of the proposal of the Premier. M. Kalogoropoulos stated that he had cabled to Athens for instructions. In the evening Bekirsami Bey declared that he had no power to accept some parts of the Sevres Treaty. He requested permission to communicate with Ankara, and would endeavour to obtain a reply by Monday evening. The conference compiled in order to ensure complete justice between the Greeks and the Turks.

COAL MINING DEADLOCK.

A Gloomy Outlook.

London, February 25.
Negotiations with regard to the wage scheme between the miner and mineowners have been resumed, but adjourned without prospect of agreement. The miners' Secretary, Mr. Frank Hodges, says the outlook is most gloomy.
It is understood that the deadlock has arisen over the national wage system and the unifying of the industry. The miners advocate national in contradistinction to district wages, whilst the owners oppose the pooling of profits and assert that unification will convert the industry from a trade into a charitable institution.
The Miners' Executive will consider the situation next week.

COLONIAL OFFICE TAKES OVER MIDDLE EAST.

Temporary Department of Experts.

London, February 25.
The Colonial Office takes over the affairs of the Middle East on March 1. A small department of fifteen experts is being temporarily formed to deal with Palestine, Mesopotamia, Aden and other Arab areas within the British sphere of influence.

EASTERN NAVAL CONFERENCE.

London, February 25.
The meeting of the Commanders-in-Chief of the China, East Indies and Australian Stations, mentioned on the 6th inst., will take place at Penang, not Singapore, and will probably begin on March 8.

COUNCIL OF LEAGUE OF NATIONS IN SESSION.

Committee to Examine World-wide Armament Reduction.

Paris, February 25.
Although the League's reply to America's note has not yet been completed, *Liberte* learns that the Council of the League declares its preparedness to hear America's observation stated at the next session in May, meanwhile postponing decision.
The Council of the League has decided to create a special temporary committee, including Labour, to examine the question of world-wide reduction of armaments.

CANADA AND IMPERIAL DEFENCE.

Ottawa, February 25.
In the House of Commons, Mr. Crerar, leader of the agrarians, referring to a statement by Mr. Lloyd George in the House of Commons, that it was too much to expect "these small islands" to undertake the whole burden of the naval defence of the Empire, said this was a significant declaration bearing on the forthcoming Conference of Dominion Premiers. The sanction of Parliament should be obtained before Canada was committed to any such emergency defence or other Imperial arrangement. He urged the Premier, Mr. Meighen, to "stop warily" in negotiations on these matters.

END OF AUSTRALIAN SEAMEN'S STRIKE.

Melbourne, February 25.
The seamen's strike has ended. Ships laid up are to be re-commissioned at the earliest moment.

REUTER'S TELEGRAMS.

ENSLAVING GERMAN PEOPLE.

Herr von Simons on Allied Proposals.

Berlin, February 25.
Herr von Simons, in a speech, reiterated that the proposed annuities and export duty were tantamount to enslaving the German people. He declared that the committee of German experts had revised their first opinion that counter-proposals were impossible, and were now prepared with suggestions which would afford a wider basis of agreement than the Paris decisions. These would be considered by the Cabinet. He concluded by asserting the impossibility of one country repairing the losses of twenty-seven. Referring to an article in Herr Stinnes' organ, Herr von Simons issued a warning against political adventures, declaring that such would be mercilessly crushed.

U.S. NAVAL APPROPRIATIONS.

Mr. Harding to Continue Building Programme.

Washington, February 25.
Naval appropriations for the continuance of the present building programme without material reductions.
Washington, February 25.
In response to inquiries, Mr. Harding declared that he was in complete sympathy with the Senate Naval Committee in increasing the naval estimates voted by the House of Representatives.

U.S. GRAIN FOR RELIEF OF CHINA.

Senate Vote Cost of Transport.

Washington, February 25.
The Senate voted half a million dollars to defray the cost of transporting across the Pacific the grain presented by American farmers for the relief of starving China.

BIG CHARGE UNDER U.S. ANTI-TRUST LAW.

Mineowners and Miners Indicted.

Indianapolis, February 25.
The Federal grand jury has indicted 227 mineowners and miners, who are charged under the anti-trust law with a conspiracy to restrain trade. The accused include a number of business men and Labourites, who were indicted for a similar offence last year.

EARLIER TELEGRAMS.

MURDER CAMPAIGN IN IRELAND.

London, Feb. 25.
Further coldblooded murders of police and soldiers are reported from Ireland. General Macready, the Commander-in-Chief, has issued an order appealing to the troops to maintain discipline, "even in the face of provocation such as would not be indulged in by the wildest savages in Central Africa." He says that undoubtedly the crimes are a deliberate attempt to tempt the troops to break discipline so as to assist the scurrilous campaign of propaganda whereon the rebel leaders rely for sympathy.

THE REPARATIONS COMMITTEE.

Paris, Feb. 25.
The Reparations Committee gave out the amounts claimed by each of the Allied or Associated Nations. France's total claim amounts to 218½ billion francs. The British Empire's claims total 2½ billions sterling and 7½ billion francs, while Siam claims nine billions gold marks and 1,100,000,000 francs. Japan's total is 832,000,000 yen.

"WET" POLICEMEN.

New York, Feb. 25.
New York papers severely comment on the Police Lieutenants' Benevolent Fund annual dinner, whereat there was abundance of whiskey and the speakers were inaudible owing to disturbance. One ex-policeman present was arrested on a charge of being drunk and disorderly. Many guests brought supplies of liquor in suit-cases.

A CONSPIRACY CASE.

New York, Feb. 25.
Lawyer John T. Hetrick, alleged author of a code of practice for the plumbing trade, written with the object of preventing competition in bidding for contracts, has been convicted of coercion and conspiracy with three co-defendants. Sentences ranging from six months to three years in the penitentiary were imposed. This is the sequel to the Brindell prosecution early this month.

AMERICA'S SECRETARY OF COMMERCE.

New York, Feb. 25.
Mr. Hoover has accepted the portfolio of Secretary of Commerce but will continue to direct the general Allied Relief Administration.

ANGLO-JAPANESE TREATY.

London, Feb. 25.
The "Daily Mail" declares that a complete revision of Anglo-Japanese relations will be undertaken shortly in consultation with the Dominions.

ORIGIN OF ELEPHANTIASIS.

London, Feb. 25.
Dr. C. U. Lee, a Chinese Doctor, is participating in the expedition headed by Professor Leiper to the West Indies with the object of investigating the cause of elephantiasis.

THE FIFTH TEST MATCH.

Sydney, Feb. 25.
In the Fifth Test Match England made 204 in the first innings (Woolley 53). Kellaway took four for 27 and Gregory three for 25 (77). Australia 244 for two wickets.

EARLIER SPECIAL TELEGRAMS.

(From Our Own Correspondents.)

THE CONSORTIUM.

Shanghai, Feb. 25.
Mr. Stevens, speaking only on behalf of the Americans in the Consortium, has made a statement as the result of many questions put in all parts of the country. He says: "I am glad the Consortium has been formed and is headed by men of influential class. Chinese businessmen are alive to the importance of their taking an active part in the solving of their national problems. I am deeply impressed by the fact that the Chinese masses are sober, industrious, thrifty and pascable. Such qualities must be blessed some day by stable and beneficent government, and the day will be hastened by this Banking Group. China should only borrow foreign money when her people find themselves unequal to the magnitude of the task presented."
Mr. Stevens cites the growth of the western United States, pointing out that railroads and highways made development possible. The first railroads were built by foreign money, supplied by Europe on railroad bonds, issued in America. "There are no railroads and no highways for modern vehicles in fertile Western China. Vast resources lie useless as the result. Railroads and highways will cost millions, but they will be worth all the cost and be capable of paying for themselves in short periods. Will the Chinese people supply these millions? The Hankow-Canton railroad needs from thirty to forty million dollars gold. Will the Chinese provide the money? Chinese control of the Chinese Eastern Railway in Manchuria means millions. Will the Chinese provide them? China owes a large internal debt and a large foreign debt. Will the Chinese furnish not only money to pay these debts but to build railroads also? Public opinion in China is a factor of importance. When a central government for all China results from the much needed reconciliation of the provinces, and Chinese officials assume responsibility for dealing with these great problems, they will find their work on behalf of China harder by reason of the false view published broadcast about the International Consortium. It will then be interesting to learn who is responsible for this anti-Consortium propaganda."

THE FAR EASTERN OLYMPIAD.

Shanghai, Feb. 25.
The Olympic Committee is asking Peking for \$60,000 to defray the expenses of the Chinese team at the Olympiad at Shanghai in May. The South China coaches include Mr. McPherson of the Y.M.C.A., Mr. Ko Sik-wel of the Y.M.C.A., Mr. E. B. Ansley of Andersen and Meyer, Mr. F. K. Lau of the China Universal Trading Co. (all of Hongkong), Mr. Jones Hui of the Y.M.C.A. and Mr. Li Ming-tak of the Normal School (Canton).

BILLIARDS IN SHANGHAI.

Shanghai, Feb. 25.
Mr. George Gray, conceding Mr. Porter 500, lost by 150 points.

SHANGHAI MUNICIPAL COUNCIL.

Shanghai, Feb. 25.
The Municipal Council has repeated its ultimatum to the Chinese ratepayers demanding elimination of the objectionable regulation.

OPIUM IN HUNAN.

Shanghai, Feb. 25.
The Hunan Opium Monopoly has been sold for half a million dollars monthly. The Governor is raising money to pay the soldiers.

THE FAMINE RELIEF DRIVE.

Shanghai, Feb. 25.
The Shanghai Famine Relief Drive headed by Mr. Pitt-Rivers.

THE EXPLOSION.

Latest Details of the Disaster.

Following our yesterday's report of the explosion which destroyed the firecracker factory at Ho Mun Tin, we are to-day enabled to give a more detailed account.
Various surmises are furnished in regard to the cause of the disaster, and in this connection the Manager of the Factory states that since the last explosion, which injured a number of the workers, a rigid search for matches or cigarettes had been maintained when the workers entered the premises for the work of the day.
The explosion lifted up off a concrete cupola over the main entrance, and brought its heavy bulk, along with other fragments of the roof, on to the unfortunate workers who were packed in a comparatively small area. As other explosions on a lesser scale occurred constantly when the large store of fire-crackers in the premises became ignited, a fire almost immediately broke out, and, in a remarkably short space of time, burnt down the building. Before this happened, Sanitary Department coolies had been dispatched to the scene, whilst the general call was sent through to all the fire stations. Stretches and a dead cart were hurried to the locality, but so intense was the heat produced from the burning pile, that the rescue parties were not able to approach within effective distance to carry out their work.
As we remarked in yesterday's report the factory was situated on an eminence occupied by an isolated position which supplied the chief reasons for its choice by the Hiti Fireworks Company as a producing centre in China for their stock of fire-crackers. Its position had this defect—that it was out of the reach of any convenient source of water supply. For this reason, the Fire Brigade were unable to work with their usual dispatch, but it is a matter for doubt whether, had there been an ample supply, they would have been of much service, for the conflagration soon took a hold on the building and removed all hopes of its being saved. As soon as the heat had sufficiently diminished, the rescue parties set to succour the wounded.
As an indication of the force of the explosion, one Chinese woman was blown clean out of the building and lost a leg. Other narrow escapes were related.
Many were the gruesome sights encountered as the charred remains of victims were removed from the ruins, and when dusk put a cessation to the work of the rescue party, of the large building which earlier in the day had been a busy hive of industry, only the broken walls remained.
As to the actual number of lives lost, it is as yet impossible to make a definite estimate. The statement yesterday given us that sixty bodies had been removed from the building is, happily, not borne out by later reports. Up to 9.30 o'clock last night, 23 bodies had been recovered and some 30 injured removed to hospital. Of these latter, three have since died. As, however, only a third of the ruined building had been searched, it is feared that later investigations will reveal a heavier death-roll.
A word of praise is due to the Sanitary Department coolies, who, under Inspector Fincher were very early on the scene and laboured long and untiringly in the rescue work. Much assistance was also rendered by Mr. Vergette, of the P.W.D., and Mr. A.D. Gee manager of the Steam Laundry.
It is expected that the remains of the victims will be interred in the new cemetery at Ho Mun Tin.



MR. HERBERT HOOVER, who has been appointed U. S. Secretary of Commerce.

BEGGARS ON FIRE-ENGINE.

Strange Work for the Hongkong Brigade.

"If wishes were horses, beggars would ride." So runs an old saying. But in Hongkong they can ride even as things are—and on a fire-engine, too. Here is the story.
Yesterday afternoon, apprehensions were aroused when one of the fire-engines was observed speeding eastward, eventually to come to a stop at the race-course at Happy Valley, where considerable speculation was created by its arrival, the more so since there was no evidence of a fire, a collapse or any other untoward incident. Eventually it was learned that the engine had been specially detailed to the Valley for the purpose of conveying to No. 2 Police Station any beggars who had been rounded up by the Police.
The use of a fire-engine for such a purpose was the subject of a deal of criticism, especially in view of the fact that the strength of the Hongkong contingent of the Brigade had at the time been considerably weakened owing to calls for assistance from Kowloon in connection with the explosion and fire at the cracker factory at Ho Mun Tin. Had an outbreak of fire occurred in the city, the Brigade would have been badly handicapped, in the circumstances. In any case, the removal of beggars is hardly the work for which a fire-engine is intended, nor is it a duty which one expects firemen to perform.

SHAKESPEARE IN THE WORLD WAR.

In honour of Shakespeare's birthday, on April 23, the German Shakespeare Society has organized celebrations at Weimar, where Professor Forster will speak on "Shakespeare in the World War."

TO-DAY'S EXCHANGE.

The closing rate of the dollar, on demand, to-day was 2s. 5½d.

LIGHTING-UP TIME.

Lighting-up time to-day is 6.26 p.m.

DON'T FORGET.

To-day.
The Races—"Off Day".
Coronet Theatre—2.30, 7.15 and 9.15 p.m.
Hongkong Theatre—5.15, 7.15 and 9.15 p.m.
To-morrow.
Coronet Theatre—2.30, 7.15 and 9.15 p.m.
Hongkong Theatre—5.15, 7.15 and 9.15 p.m.

NOTICES.

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Hongkong.

CELEBRATED CHARACTER PASSES AWAY.

The Original of Kipling's
"Kim."

The death, in Bombay a few
days ago, of Mr. A. M. Jacob, the
hero of Marion Crawford's novel
Mr. Isaac and the inspirer of
Rudyard Kipling's "Kim," re-
moves from the public life of India
a very remarkable personality.
As a boy he was sold as a slave
in the market at Intamboul. The
pasha who bought him, instead of
making him merely a bearer of
his pipe and coffee, put him to
learn something of Oriental his-
tory and literature, and he soon
acquired a very considerable
knowledge of Eastern philosophy.

On the death of his master he
was thrown upon the world,
friendless and penniless. He then
conceived the idea of making the
pilgrimage to Mecca. Though
not a follower of the Prophet, he
knew that his great knowledge of
the rites of the Mohammedan
religion and his ability to recite
the Koran from beginning to end
would stand him in good stead.
He came through the difficult
task successfully, and finally
landed at Bombay, still without
friends or money but with a con-
siderable knowledge of life. Here
he met with a nobleman from the
Court of Hyderabad, and secured
an appointment under him as an
Arabic scribe. At Hyderabad, in
addition to his ordinary duties,
he found time to acquire an al-
most perfect knowledge of Urdu.
Tiring of the monotony of his
work at the Nizam's Court, and
having by driving one or two
private bargains with natives in
Hyderabad acquired a few thou-
sand rupees, he set out for Delhi.
There he boldly set up business
as a dealer in precious stones.
His knowledge of Indian life and
character helped him greatly. He
lived as a Hindu, and his business
thrived. Very soon his name
became known beyond the jewellers'
city of India, and he decided to
remove his business to the
more fashionable Mart at Simla.

A PRINCE OF JEWEL MERCHANTS

Here he came into direct com-
petition with the leading mer-
chants of the East. But he was
more than a match for them, and
in a few years he had become the
first dealer in Simla, the possessor
of a great fortune, and the
personal friend of Viceroy,
Governors, and many notable
Anglo-Indians. His success in
business no less than in private
life was due entirely to his per-
sonality. He seemed to draw
people to him. His house was
one of the most wonderful of its
kind in India. One room was
full of precious jewels and price-
less ornaments. Marion Craw-
ford has given a good picture of
its Oriental magnificence, and the
picture was, if anything, slightly
under-drawn. In the midst of his
wealth sat Jacob, a strange con-
trast to its splendour. He never
drank liquor of any kind, never
smoked, never ate any meat. His
life was marked always by the
sternest asceticism, and it was
perhaps this contrast of the man's
wealth and his extreme simplicity
of life that gave him such a
strange interest to all who met
him.

But Mr. Jacob's wonderful life
at Simla came very unexpectedly
to an abrupt termination. He had
made nearly all his success out
of dealings in precious stones, and
in the end it was a precious stone
that brought about his down-
fall. In the early part of 1890
Mr. Jacob had heard that there
was for sale in England a very
valuable diamond. Knowing that
the Nizam of Hyderabad desired
to purchase this diamond, Jacob,
before obtaining any particulars
as to the price of the stone, went
to the Nizam, who was very fond
of him, and asked him if he really

desired to purchase the diamond.
The Nizam said he wanted the
stone and would give 46 lacs of
rupees for it, or, roughly, £300,-
000. Jacob, without knowing the
price he would have to pay for
the stone, but thinking he could
get it for less than the sum offered
by the Nizam, agreed to the
Nizam's price. Unfortunately he
had offended the Prime Minister
at Hyderabad, and this official,
hearing of Jacob's negotiations
with the Nizam, thought that
if it were possible to stop the
sale of the diamond after Jacob
had purchased the stone he would
do so, in order to satisfy a private
grudge. Jacob, knowing that the
Prime Minister hated him, and
bearing in Hyderabad what that
official contemplated, went very
warily in negotiating the sale of
the diamond. The stone was
eventually purchased by Jacob
for £150,000, and he thought that
all that remained to be done was
to obtain the 46 lacs of rupees
from the Nizam. Here, however,
the Prime Minister intervened. He
put the facts of the transac-
tion before the Resident of
Hyderabad, Sir Dennis Fitz-
patrick, pointing out that 46
lacs of rupees was too much to
pay for a diamond, and that it
was in the interests of the Govern-
ment to stop the sale. The Resi-
dent consulted with Lord Lans-
downe, who was then Viceroy of
India, and pressure was brought
to bear upon the Nizam, who
refused to purchase the stone. He
had, however, paid Jacob 23 lacs
of rupees on account, but the
balance was to be paid later. The
refusal of the Nizam to pay the
money actually exposed Jacob to
some loss. He had paid over the
£150,000 and was out of pocket on
the whole transaction, which had,
of course, involved considerable
expenses.

CRUSHED BY A VENDETTA.

But the frustration of the sale
of the diamond was not enough
to satisfy the Prime Minister.
He persuaded the Nizam to pro-
secute Jacob on a charge of
endeavouring to secure the money
under false pretences. Jacob was
arrested for many days. The
result was a victory for Jacob,
but the case ruined him. His ex-
penses were enormous, and in
addition to his first loss on the
sale of the diamond he paid out
thousands of rupees a day fifty-
seven days. After the case Jacob,
in a last effort to rehabilitate
himself, offered the diamond to
the Nizam for seventeen lacs
of rupees. This the Nizam
agreed to pay, and the
diamond was handed over.
The money was never forth-
coming, and from that day
onwards Jacob was virtually a
pauper. Petition after petition
went up to the Government of
India, but Lord Lansdowne refused
to give Jacob any facilities for
the recovery of the money due.

For years afterwards Jacob
lived in Bombay almost friendless
and without money. But he had
ever a stout heart, and bore the
miseries of his last years with
fortitude. He tried every known
means of obtaining the money
from the Nizam, but never
succeeded in doing so. When the
writer saw him last he was almost
blind, and thoroughly disappoint-
ed with life. He prayed daily for
death, as something that when it
came would be welcome. In his
way he was a great man.

ANTI-JAPANESE BILL SUSPENDED.

Indefinite postponement of
action upon the proposed Ne-
braska Anti-Alien Land Bill,
patterned after the California
measure, was recommended in the
report upon the bill made in the
Nebraska Legislature by the
House Committee to which it had
been referred. The Committee
divided seven for indefinite post-
ponement and two for action upon
the measure.

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wrapping



that keeps Chesterfield's original flavor
and freshness intact. Your Chesterfields never
become either soggy or dry. They always
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Chesterfield CIGARETTES

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GENERAL NEWS.

THE RIOT AT MANILA.

Seventy-seven members of the
Manila Constabulary, who took
part in the recent shooting-up of
a section of the city, have been
convicted of sedition and sen-
tenced each to 10 years' imprison-
ment.

THE FRANCO-BELGIAN TREATY.

The Times Brussels correspond-
ent learns that the Belgian Gov-
ernment has demanded from the
French Government an explicit
declaration that the military
agreement between the two States
in no way violates the rights of
the Belgian Parliaments.

MONT BLANC OBSERVATORY.

M. Vallot, founder of the Mont
Blanc observatory, denies that the
summit of the mountain has
slipped away, as reported. It
seems probable that the report
arose from the fall of a huge mass
of ice on the Italian side of the
summit.

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DAUGHTER.

The Belgian Government has
granted a pension of 5,000 francs
(£86) to the daughter of the late
General Leman of Liege.

MALVERN ADOPTS LANDRECIES.

Malvern Urban District Coun-
cil has decided to "adopt"
Landrecies under the scheme of
the British League of Help.

DOINGS OF THE DUFFS

Getting Acquainted Fast

BY ALLMAN



NOTICE.

SOMETHING NEW

TEN DANCE HITS ON THE FEBRUARY

VICTOR RECORDS

- Just snap your fingers at care—Darling—Fox Trot.
Paul Whitman & His Orch.
35704
- Carcasses—Medley Fox Trot Paul Whitman & His Orch.
- Tip Top—Medley Fox Trot—Saxophones
Six Brown Brothers
18714
- If a wish could make it so—Fox Trot
Six Brown Brothers
- If you could care—Medley Waltz Smith's Orchestra
18715
- Happy—One Step Smith's Orchestra
- Let the Rest of the World go By—Waltz—
Ferreira & Franchini
18716
- My Isle of Golden Dreams—Waltz—
Blue & White Marimba Band
- 12th Street Rag—Fox Trot All Star Trio
18718
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OPHTHALMIC OPTICIAN, 28, Queen's Rd. Ctl., Hongkong.

AN EMPEROR IN WAITING.

Restoration Possibilities in China.

To the north of the Tartar City in Peking, not far from the old Drum Tower, there lies a little quarter of quiet streets where, despite all the alarms and upheavals of the past twenty years, Time seems to have stood still. The placid stream of life that flows through this secluded backwater reminds one very vividly of the Peking of by-gone days, the city of dreadful dust and splendid dreams, whose mysterious charm lingers with such imperishable fragrance in the treasure-house of memory, writes Mr. J. O. P. Bland. A few children flying kites or playing in the shade of ancient trees, a few timid-faced women bargaining with the vegetable sellers at their doors; little groups of gnomes and servants gathered about the entrance of a tamen's residence; and here and there an old-fashioned springless mule cart, with its driver slumbering contentedly on the shaft. Strangely quiet, these old streets; there are no shops to break the grey line of high windowless walls, that enclose invisible courtyards and gardens, and the deep-eaved sloping roofs of houses, all built to one design. Only from time to time the long-drawn cry of some hawk on his rounds, the tinkling cymbals of the bearded seller, or the reedy flute of an itinerant chiro-podist, breaks on an unbroken silence, and lures the children from their noiseless games. Time was when these streets were the abode of wealth and fashion, when many of the men who own these houses were snug and prosperous dignitaries, basking on the bounty that bowed from the Dragon Throne, for this was, and still is essentially a Manchu quarter as you may know by the curious headgear of the women at their doors. But to-day the glory of the Great Inheritance has faded, and with it in many cases, has gone the livelihood of men who, bred to a birthright of sheltered ease, are quite incapable of earning one.

Faded, but not utterly departed, the glory that once was the Manchu dynasty. For, as all the world knows, the "Lord of Ten Thousand Years," though shorn of much pomp of majesty and power, still sits upon the Dragon Throne; and, as all the world knows also, only the hour and the Man are needed to restore to the allegiance of the Son of Heaven most of the men who now prudently profess and call themselves Republicans. They know, the dwellers in these quiet streets, that in every house throughout the city a Dragon flag lies folded away; were they not all unfolded to the breeze, for one brief week, only three years ago? They know that the President of the Republic was a Grand Secretary by the grace of Her Majesty the "Old Buddha," and that, since her passing, he has ever been a very faithful Guardian of the Heir Apparent; they know that every high official in Peking was a party to the restoration scheme of 1917, and may be so again at any moment. Is it not freely rumoured that the Son of Heaven is to be married to President Hsu's daughter, the Imperial Clan consenting, and that, by this "harmonious fusion," the way will be prepared for the re-establishment of the Throne, as a limited, constitutional and truly national Monarchy?

COURT CEREMONIAL UNCHANGED.

To the European mind, such a solution of China's political problems may seem fantastic; nevertheless, seriously considered, it is no more fantastic than the fact that the Emperor still remains

part of the recognized order of things, in the vicinity of and in close touch with, the Presidential Mansion; and that, within the narrow limits of the Forbidden City, the daily life of his court, with all its wonted privileges, dignities and ceremonies, pursues the even tenor of immemorial usage. It is true that His Majesty may no longer leave the precincts to make state progress through the capital, and perform the solemn sacrifices at the Temple of Heaven. No longer may he invoke, on behalf of his people, the favour of the Divine Husbandman at the Temple of Agriculture, or receive the homage-bearing envoys of tributary tribes. But within the precincts of the Forbidden City, all the elaborate ceremonial of the Court, its ordinances, ritual, and high-sounding titles, remain unchanged. Around and about him are the Iron-capped Princes and the hereditary chieftains of the Eight Banners, picturesque but parasitic survivals of a once warlike race; and a considerable portion of the Republic's four million dollar maintenance grant goes to support in listless idleness the three or four thousand Manchu pensioners who have their homes either here in the Tartar City, or in the neighbourhood of the Imperial tombs. Last, but not least, the Chinese eunuchs of the old regime still infest the Palace to the number of a thousand or more, by all accounts fitting successors of the "rats and foxes" whose evil influence contributed so greatly to the demoralization of Hsuan Tung's ancestors. The situation thus created, Gilbertian as it may seem, is eminently characteristic of the instinct of the Chinese race-mind which is always opposed to finality, either in business or in politics, which deliberately leaves loopholes for compromise and makes probable reactions.

THE PRINCE AND HIS TUTOR.

But despite the presence of the eunuchs, the jealous conservatism of the old Manchu Shih Hsu (His Majesty's guardian and tutor), and the persistent politics of the four old ladies of the late Emperor's household who sit and scheme "behind the screen," a new influence has made its way into the "profound seclusion of the palace" in the person of His Majesty's English tutor, Mr. R. F. Johnston, an influence which is likely to have far-reaching results, if the young emperor's life is spared. Mr. Johnston, a civil servant of the British "leased territory" of Weihaiwei, is a distinguished scholar, a recognized authority on the poetry and religions of China, and the author of several well-known books on Buddhism. It was my privilege to visit him last winter at his Chinese house in one of those quiet streets near the Drum Tower, and to hear from him many interesting details about the young Emperor and his studies. Space does not permit of relating here how Mr. Johnston came to be appointed Imperial tutor; suffice it to say that the arrangement was duly sanctioned by the President of the Republic, and by the British Government in 1918.

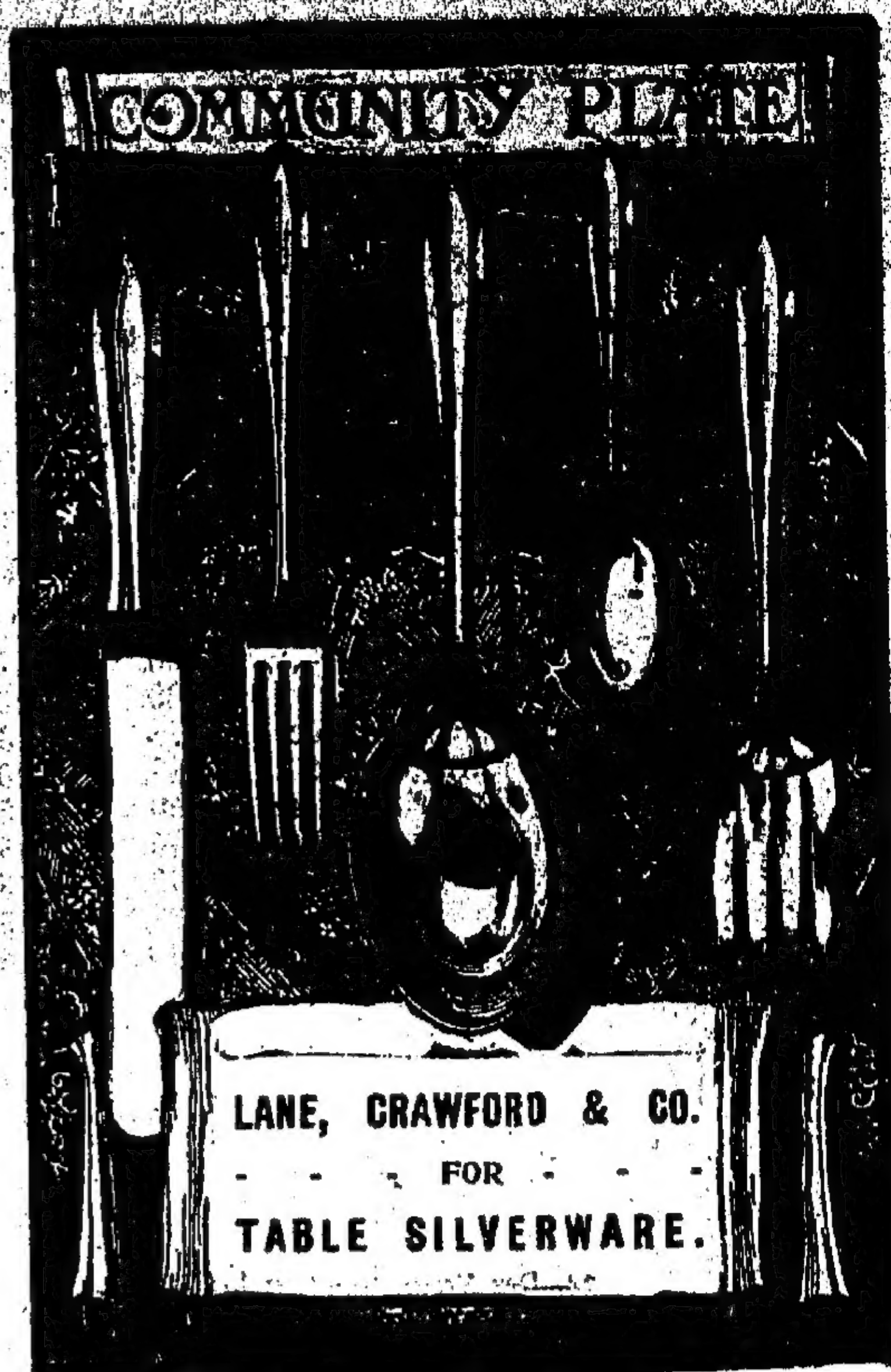
The education of the young Emperor, now in his sixteenth year, is conducted in strict accordance with the principles and precedents laid down by dynastic tradition. Besides Mr. Johnston, he has three tutors; his studies begin every day at 6 a.m. with the Chinese classics, expounded by the famous poet-scholar, Chou Pao-chen. Next, it is the duty of the old Manchu "disinherited," the ex-Boxer Hsui Hsu, to instruct him in the language and literature of his forefathers. Hsui Hsu was at first strongly opposed to the intrusion of a barbarian into the sacred precincts, and is continually distressed by the young emperor's progressive ideas, but, chastened by disaster, he has come to accept the situation with courteous resignation as

one more buffet of outrageous fortune. After Hsui Hsu comes the third Tutor, Chu I-fan, famed among the literati as a master of the science and art of calligraphy; scholar experts say that the emperor has acquired under him, with infinite diligence, a style of penmanship distinguished for its classic elegance. Towards all his tutors, His Majesty observes the respectful demeanour prescribed by the Confucian code, standing up whenever they enter or leave his presence, and addressing them with punctilious deference. On their birthdays, and at certain festivals, he sends them congratulatory gifts (generally scrolls of his own writing) with all the pomp and ceremony prescribed by Imperial usage. The arrival of a gift from the Lord of Ten Thousand Years (as the citizens still call him) creates quite a sensation in the neighbourhood of Mr. Johnston's house. Within the Palace enclosure, all the tutors have the right, prescribed by ancient usage, to ride in palanquins; and this, for the sake of the necessary "face" Mr. Johnston does. The Emperor himself, after his lessons, returns to his private apartments in a yellow chair, carried by twenty attendants.

INTEREST IN THE WEST.

Mr. Johnston describes His Majesty as a lad of unusual intelligence and pleasant disposition, keenly interested in his studies and especially in geography and foreign affairs. He followed the negotiations of the Treaty of Versailles from day to day with critical attention, studying the telegrams in the Chinese Press with the aid of the best maps procurable. His English lessons have filled him with an intense desire to travel abroad, and the idea is being seriously considered by those whose business it is to decide what things are lawful and expedient for His Majesty. President Hsu favours the proposal that he should make a tour of Europe and America next year, incognito, escorted by Mr. Johnston, Li Ching-mai, and a small suite of attendants. This, and the question of the Emperor's marriage, are the chief subjects of discussion in the palace. According to dynastic precedent, the time is close at hand when his betrothal must be decided, so that if his wish to travel is to be fulfilled it cannot be much longer delayed.

His Majesty is very fond of exercise, but the restricted area of the Palace enclosure affords but little opportunity for gratifying his healthy inclinations. Mr. Johnston expressed the hope that his guardians and advisers might be persuaded to allow him to take up his residence at the Summer Palace, where he would be less exposed to the dangerous influence of the eunuchs, and where he might learn to play tennis and row upon the lake. The lad himself longs for the freedom of wider space with all the eagerness of youth, gazing wistfully through the bars of his gilded cage upon the outer world, of which he has heard so much and seen nothing. He takes a boy's interest in all the mechanical inventions of the West, and displays serious application in endeavouring to master their principles and uses. When, in December last, President Hsu asked Mr. Johnston to suggest suitable presents to be sent to the Emperor on his birthday in February, Mr. Johnston asked his pupil for a list of the things that he would like. First on the list was a typewriter. The son of Heaven, tapping, dutiful messages on a typewriter, to the Dowager Consort of Tung Chih, is an idea which might be disturbing to one's sense of the fitness of things, like the motor cars which boot and hustle through the once sacred enclosure of the Tung Hsu



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Yuan. But the Arabian Nights atmosphere of the palace of the Old Buddha's days is a thing of the past, and the note which a typewriter may sound in the Forbidden City is but one of the many whisperings of the winds of change.

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"KEEMUN"	5th Apr.	London, Amsterdam & Antwerp

LIVERPOOL SERVICE

(Direct or via Continental Ports)

"ACHILLES"	1st Mar.	Genoa, M'Isles, L'pool & G'gow
"TELAMON"	16th Mar.	Havre & Liverpool
"KT. of the GARTER"	29th Mar.	Genoa, M'Isles, L'pool & G'gow
"IDOMENEUS"	12th Apr.	Havre & Liverpool

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(via Kobe and Yokohama)

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"TEIRESIAS"	1st March	for London
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"PYRRHUS"	3rd May	for London
"ANCHISES"	10th June	for Liverpool
"TEIRESIAS"	7th July	for London

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CONSIGNEES.

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS,
LIMITED.From UNITED KINGDOM,
GENOA, COLOMBO
& STRAITS.

The Motorship

"GLENSANDA"

having arrived from the above ports, Consignees of cargo by her are hereby informed that all goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence, and/or from the wharves, delivery may be obtained.

Goods not cleared by the 28th February 1921 at 5 p.m. will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns where they will be examined by Messrs. Goddard & Douglas, on 28th February, 1921, at 10 a.m. Claims against the steamer must be presented within 30 days of arrival otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by

JARDINE, MATHESON,
& CO., LTD.,
Agents.

Hongkong, 21st February, 1921.

CONSIGNEES.

VEREENIGDE NEDERLANDSCHE
Scheepvaart-Maatschappij
(United Netherlands Navigation
Company.)

HOLLAND-OOST AZIE LIJN.
(HOLLAND-EAST ASIA LINE.)

NOTICE TO CONSIGNEES.

From HAMBURG, AMSTER-
DAM, LAR CHELLO PALICE,
LISBON, GENOA and
SINGAPORE.

The Steamship

"ALDERAMIN"

having arrived from the above ports, Consignees of cargo by her are notified that all goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

Goods not cleared by the 4th, March, 1921 will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns where they will be examined on the 3rd March, 1921 at 10 a.m. by Messrs. Goddard & Douglas.

Claims against the steamer must be presented in writing within ten days after arrival of steamer, otherwise they will not be recognized.

No Fire Insurance will be effected by the undersigned in any case whatever.

Bills of Lading will be countersigned by

JAVA-CHINA-JAPAN LIJN,
General Agents.

Hongkong, 26th February, 1921.

CONSIGNEES.

NOTICE TO CONSIGNEES.

THE ROBERT DOLLAR CO.

The Steamship

"GRACE DOLLAR"

having arrived from New York via Vancouver, B.C. and ports, on Feb. 26th, 1921, consignees are hereby notified that their cargo is being landed at their risk into the hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., and stored at consignees' risk.

All broken, chafed and damaged cargo is to be left in the Godowns until Wednesday March 2nd, when they will be examined by Messrs. Carmichael & Clarke at 2.15 p.m.

Claims will not be accepted unless cargo is so examined by said Surveyors, prior to the above date. All claims must be presented within a month of the steamer's arrival here, after which they will not be recognized. No claims will be admitted after the goods have left the Godowns.

All goods remaining after March 4th, 1921 will be subject to rent.

No fire insurance whatever will be effected.

Consignees are requested to send in their bills of lading for countersignature.

THE ROBERT DOLLAR CO.,
Agent.

Hongkong, 25th February, 1921.

NOTICE TO CONSIGNEES.

NIPPON YUSEN KAISHA.

From EUROPE & STRAITS.

The Company's Steamship

"SADO MARU"

having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before Noon Today.

Goods not cleared by the 3rd March 1921, will be subject to rent.

Damaged packages must be left in the Godowns for examination by the Consignees' and the Co's representatives at an appointed hour on Tuesday and Friday. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claim will be admitted after the goods have left the Godowns.

NIPPON YUSEN KAISHA,
Agents.

Hongkong, 24th February, 1920.

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& CO., LTD.,ENGINEERS & SHIP-
BUILDERS, HOK UN
KOWLOON.HARBOUR REPAIRS
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50 B.H.P. now in stock
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CONSIGNEES.

NOTICE TO CONSIGNEES.

"BEN" LINE OF STEAMERS

From MIDDLESBRO, LONDON
and STRAITS.

The Steamship

"BENARTY"

Consignees of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 27th inst. will be subject to rent.

All claims against the steamer must be presented to the Under-
signed on or before the 5th March, or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 26th inst. at 10 a.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

GIBB, LIVINGSTON
& CO. LTD.

Agents.

Hongkong, 21st February, 1921.

NOTICE TO CONSIGNEES.

TOYO KISEN KAISHA.

"KOREA MARU."

From SAN FRANCISCO via
HONOLULU, JAPAN PORTS
& MANILA.

The above named Steamer having arrived on Saturday, the 26th Feb., 1921, consignees of cargo are hereby notified to present their Bills of Lading for countersignature, and take immediate delivery from alongside steamer or the Company's Godown, where all cargo impeding immediate discharge will be landed at consignee's risk.

Storage will be assessed on cargo remaining undelivered after Saturday the 5th March, 1921.

All broken, chafed and damaged packages will be landed into the Company's Godowns, where same will be examined on Tuesday the 8th March, 1921, at 11 a.m.

No Claims will be recognized after the goods have left the steamer or Godown, and none will be entertained if presented later than three weeks after arrival of steamer.

No Fire Insurance whatever will be effected.

Y. TSUTSUMI,
Manager.

Hongkong, 26th February, 1921.

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WHY MAN HAS A SOUL.

Canon's Daring Sermon.

That man was not originally endowed with a soul, but has come to possess it through the processes of biological evolution, was the thesis of a remarkable sermon preached by Canon Barnes at Westminster Abbey recently. Canon Barnes discoursed on "Evolution and the Soul," and dealt, not with the Fall but with the Ascent of Man.

Some of his most striking passages were as follows:—

Man has come to possess a spiritual sense. He has come to possess a soul, and by the existence of the soul has ceased to be a mere animal.

The soul is the last of the fundamental realities. It is as real as thought or life.

The emergence of the soul in man is the last stage—as far as man can know—of biological evolution. Evolution was designed to produce spiritualization. Evolution was designed to produce spiritual beings who can survive bodily death and enjoy eternal communion with God if they accept Christ's doctrine of the immortality of the soul.

The preacher detailed the following four stages in the development or evolution of the soul:—

1. Instinctive action.

2. Perception of the external world.

3. Intelligent action.

4. Conception of abstract ideals.

For Christians the fundamental question was:—

Does the human personality survive bodily death—is the soul immortal? Human personality could be so developed until through righteousness, beauty, and love it reached communion with God and was not destroyed by death.

Dealing with spiritualism, Canon Barnes said:—

In Christian teaching there was no confirmation of the pretended revelation of modern spiritualists that after death the spirit enjoyed an existence which would be to some extent a counterpart of earthly life with spiritual clothes and even spiritual cigars.

It was important, concluded the canon, to dissociate the Christian doctrine from ideas that merely parodied their faith.

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Benger's Food is appetizing and delicious. Even the milk used to prepare it is made lighter and easier to digest! In the tin one food may look like another, but there the resemblance of any other food to Benger's ends.

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while being prepared becomes blended into a creamy cream by a gentle first process of digestion, self-contained in the Food. To this, and to its great nutritive power, Benger's owes its unique position as "the Food the Doctor orders"

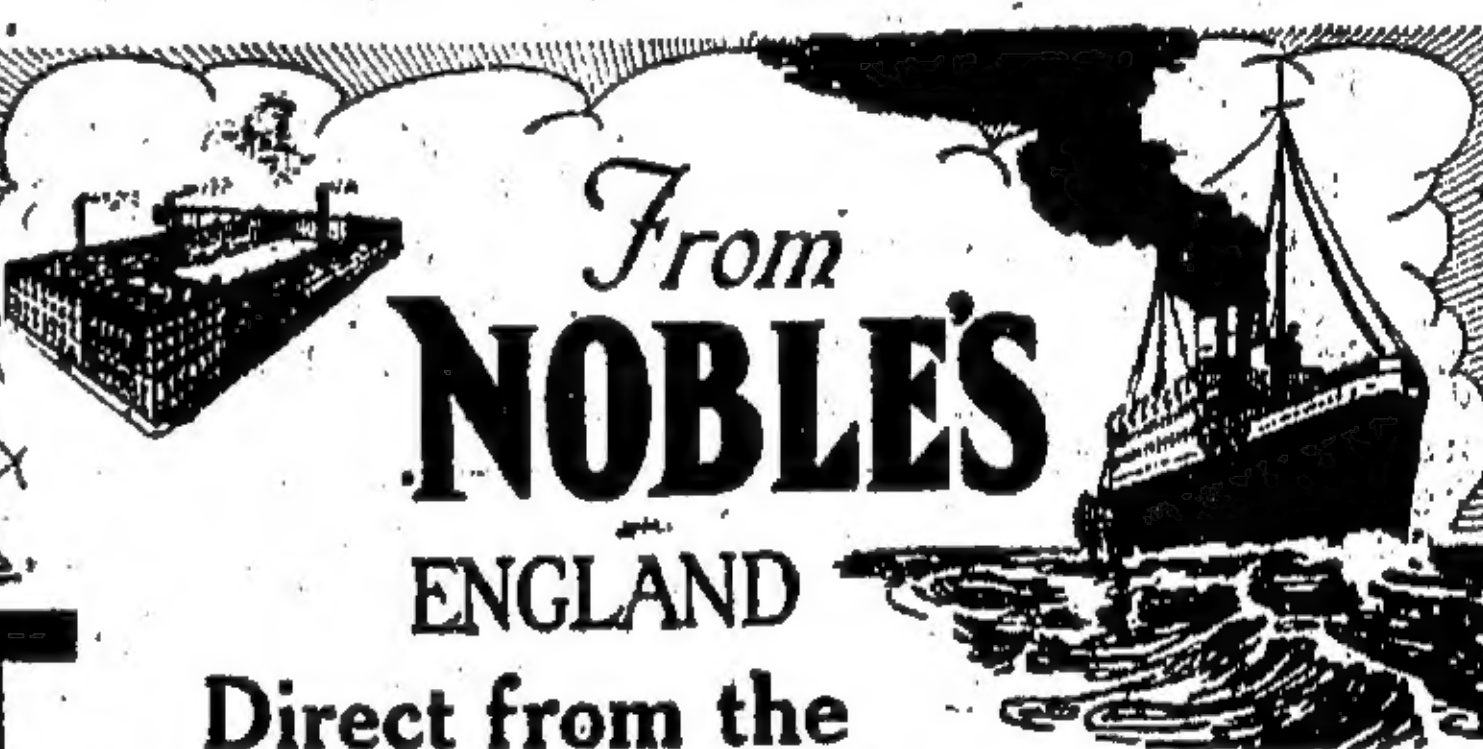
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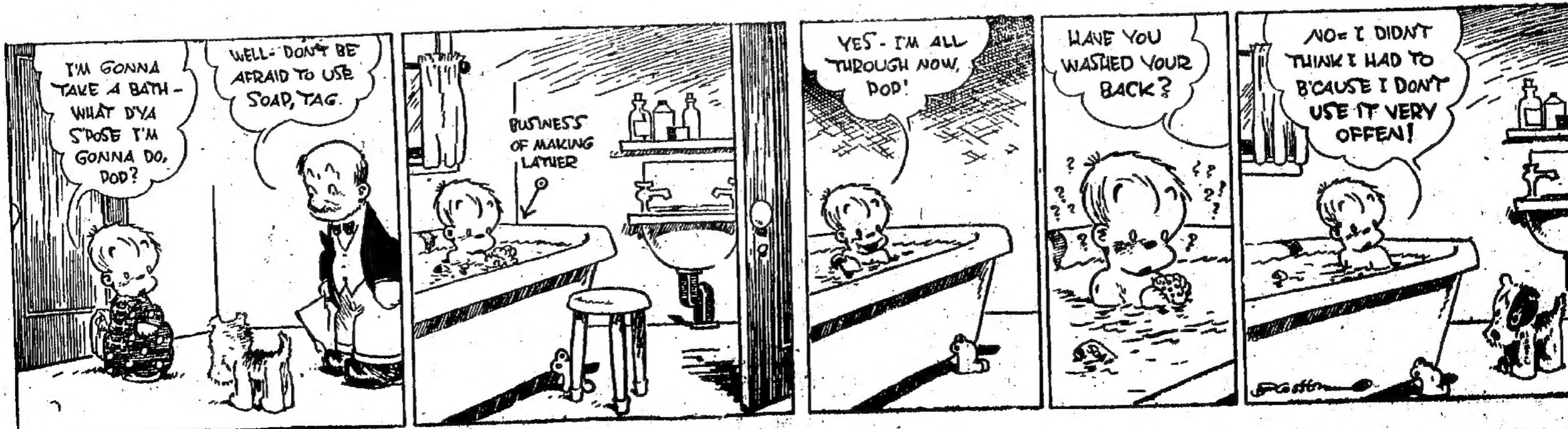
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The Hongkong Telegraph

HONGKONG, SATURDAY, FEBRUARY 26, 1921.

THE NEW PURITAN FATHERS.

America is being swept, in a moral sense, by opposing waves. A continual stream of violent crime is reported from the large cities. On the other side of the picture we find not only Prohibition, a sweeping temperance measure actually in operation, but a programme of moral reform that would have brought a gleam of jubilation to the grim countenances of the Puritan Fathers. The cynic might point to the prevalence of crime as proving the futility of the Volstead Act; the moralist might retort that crime would be even more widespread but for Prohibition. The position offers a moot point, over which obstinate disputants might argue without result except mutual loss of temper. In any case the reformers have general principles in their favour. Once we admit human incorrigibility, there is an end to reform. There may be room for question, though, concerning the judiciousness or otherwise of the reformers' methods. The American reformers incline towards what, in the light of present-day standards at any rate, many will account an extreme. Not only drinking but smoking comes under the ban, likewise several forms of week-end recreation, not to mention sundry other things, including, if we remember rightly, flirting.

It appears that, having stormed the breach in the matter of alcohol, the assailants are now concentrating their attack upon tobacco. We are being told again, as we used to be, only at greater length now, that smoking is prejudicial to health, and therefore to efficiency; and, to reinforce the argument, statistics of the toxin contained in tobacco as ascertained by chemical analysis have been published with all the precision of decimals. It may interest the habitual cigarette-smoker to know that each of the trifling tubes he puts to his lips contains about 19 milligrams of nicotine. That sounds rather a lot, at any rate in the aggregate. Perhaps he will feel somewhat reassured that this quantity only amounts to a third of a grain, and that considerably less than half of this enters the mouth. Not that the relieved smoker should turn away too lightly, because come to multiply even the net quantity by a couple of packets a day, perhaps more, and you will find that by the end of a month, let alone a year, you have taken quite a few grains of toxin into your system. How is it that, even indoors, the cigarette has almost entirely ousted the less deleterious pipe? It was the same in the war. There were never enough cigarettes, while tobacco (too coarse for "fags") went a-begging. But whether cigarette, cigar, or pipe be favoured, incessant smoking is bad—bad in every way. Even if, following the journalistic tradition, we often honour the principle chiefly in the breach, we fervently believe in it. It is bad physically. Smoking in reason cheers; continual smoking weakens. It is bad mentally. Moderate smoking stimulates, excessive smoking dulls the brain. It is bad ethically, for, while temperate smoking induces good humour, excess tends to loss of self-restraint. But then excess of any kind is bad.

Taken all round, the benefits of tobacco in moderation outweigh the harmful effects. Anything, which must include the most useful things, is injurious taken in excess. Therefore keep on the hither side of the line. Then the smoker will be able to say with Prof. Kopp: "Tobacco affords true enjoyment; it helps our organism over many difficulties and over many cares and hardships leading to depressed states." No reader of "Westward Ho!" will forget how Kingsley sings it praises through the mouth of Salvation Yeo. Come down on smoking amongst youngsters by all means—that is the ruinous age. The Anti-Juvenile Act, or whatever is the official title of the statute passed by Parliament at Home against serving those under sixteen, is on the right lines. In regard to the ladies, whom we are told the reformers depend upon largely for suppressing smoking, it may be hoped that these gentlemen are not altogether out in their impression. There are signs enough that the fair sex, so far from being antagonistic to the habit, have adopted it. In the last two or three years it has been a frequent spectacle in London tea-shops to see women in the smoking-room, and at least one railway line has reversed the old custom by allowing smoking in any compartment except those labelled "Non-smoking" (presumably to facilitate smoking by ladies, who might hesitate to enter a "smoker.") To such a pass have things come! But we cannot believe that this is true of the sex as a whole. Let the fair sex shun the weed themselves, and insist that their husbands, brothers, and sons observe moderation.

NOTES AND COMMENTS.

One of the Winners.

The wonted serenity of our office has been rather badly disturbed these past few days. Our No. 1 coolie, an old timer, aged 105½ years, 5½ hands high, did the course from Happy Valley yesterday in fine style. When we first caught sight of him he was rounding the Queen's Road bend and he entered the Office Straight in record time. He had some Race "copy" clasped tightly in his hand, a grin on his face, and was suffering from a strained fetlock, or was it a spavined hock?—we forget which. "Have catches," he exclaimed, semaphoring with the aforesaid "copy." "What thing?" we enquired mildly, with our thoughts on small-pox, thieves and ferries. "Money," said he. "Good; let's have some," said we. "No can," retorted the speedy one, blowing hard through his nostrils, like the good steed he was. "How fashion?" we enquired meekly, as if the filching of money were an everyday concern with us. "No b'long my; other man catches," came the reply. And with that, he was gone, having passed the Editor's Box for the first time. It later transpired that most of our staff were in on the fluster; hence the excitement.

London's Chinatown.

In a case before the London Sessions last month in which a Chinese successfully appealed against a sentence of deportation, his counsel asserted that, owing to a campaign carried on by the Magistrate and the Press, the Chinese colony around Limehouse has almost disappeared. Celestials, "mostly well-conducted," giving place to other aliens of an exceedingly undesirable type. The Magistrate has replied that the line taken by his Court has resulted in the abolition of immorality, gambling (puk-a-pu), and opium smoking, a police inspector having informed him that the Chinatown problem has been solved so far that Limehouse now resembles "a country village." In passing, it may be noted that this idyllic picture must not be taken too literally, for the very paper from Home which gives the Magistrate's reply also contains a report of the conviction of a Chinese living at Limehouse for allowing his premises to be used for opium-smoking. It seems to be pretty well agreed, however, that the moral tone of that salubrious quarter really has undergone a change for the better, the Borough Council adding its testimony to that of the Magistrate and the police. The question is whether the disappearance of the evils is due simply to the disappearance of the Chinese. As the Magistrate states that, contrary to the assertion of counsel, there has been no appreciable difference in the population of Chinatown, we are left with the pleasing conclusion that the improvement is due to the reform of that portion of the colony which did not come under counsel's category of the "mostly well-conducted."

"Some" Racecourse.

With the Colony in the midst of the annual racing carnival, a letter in the Turf column of a London journal relative to the Grand National caught our eye. The entries for the blue-riband of the jumping branch are very numerous, and the correspondent was endeavouring to anticipate the handicapper, who does not issue his scale of weights until a week or two after the publication of the entries. Any mail now may bring us the official scale, but as it has not arrived at the time of writing we may entertain ourselves with a brief glance at this amateur handicapper's estimates. Last year the dual victor, Poethlyn, dominated the situation to such an extent that he was backed down to short odds not only before the publication of the weights (he was certain to head the scale), but before it was definitely known whether he would be entered. How Mrs. Peel's big chaser fell at the first fence, leaving the race to the splendid young Irish "lepper", Troytown, and how the pair met again in France, where Troytown had to be destroyed through breaking a leg, are now matters of history. Poethlyn has, apparently, retired, and the extensive field wears an open aspect. The unofficial handicapper allots too burden (which the National

DAY BY DAY.

THERE ARE TWO THINGS YOU NEVER WANT TO PAY ANY ATTENTION TO—ABUSE AND FLATTERY. THE FIRST CAN'T HARM YOU, AND THE SECOND CAN'T HELP YOU.—G. H. Lorimer.

The name of Mr. James Dennis White has been added to the Dental Register.

Messrs. De Sousa and Co., Ltd., have been granted a licence to trade under the Non-Ferrous Metal Industry Ordinance.

The Chinese Recreation Club is making arrangements for the visit of Chinese tennis players from the Straits Settlements, who are expected here in April.

Owing to heavy mortality among their cattle, causing the supply of milk to fall below the demand, it is reported that local Chinese dairies intend raising their prices soon.

Inland Lot 2324, situate at Shauiwan Road, and comprising 19,302 square feet, is to be sold at the P. W. D. Offices on March 14th. The annual rent is \$200 and the upset price \$9,651.

The following is an extract from the report and award list of the Vere Foster Writing Competition for 1919-1920. "A copy of conspicuous merit and deserving of special commendation has been submitted by Ma Ping Lit, Saiyingpun, English School, Hongkong." In order of merit he ranks fourth in the Empire. This is the fourth occasion on which awards have been made to pupils from this school.

A gang of robbers entered three houses in succession at Capatmoon on the night of the 23rd instant, and after intimidating the inmates conducted a thorough search of the premises. From the first house they stole property and money to the extent of \$150, and from the second and third house, money and jewellery of the value of \$227. The robbers effected their escape undisturbed.

A successful whist drive was held last evening in the R. A. Sergeants' Mess, Victoria Barracks, at which thirty-one tables were occupied. The following were the prize-winners:—Ladies—1st, Mrs. Burden (171); 2nd, Mrs. White (168); 3rd, Mrs. Long (166); 4th, Mrs. Lammerton (165). Gents—1st, Mr. Lee (183); 2nd, Mr. Thompson (175); 3rd, Mrs. Rogers (173); 4th, Mrs. Coll (171); Booby, Mrs. Megan (139). Master Gunner May capably fulfilled the duties of M. C.

Hunt Stewards fixed some years ago at 12½st. to Clonree, with Silver Ring a pound less, and Ballyboggan and Always 2 lbs. less, while Wavertree is given 12st. 2 lbs. Turkey Buzzard 11 st. 13 lbs., Ardagh 11st. 4 lbs., and The Bore, who was third last year, 11st. 3 lbs. These figures, though they may be found to differ considerably from the official handicaps, sufficiently illustrate the moderate quality of this year's field. Clonree, if memory serves, was only allotted, 10st. 4 lbs. a twelve month ago, and any one placing it at the head of the weights would have been voted a lunatic. For the matter of that, it is not easy to see why it should be made too weight now, nor why Silver Ring, which did not get half way round last year, should be given a second highest weight. Ballyboggan, another Irish horse, which was second to Poethlyn in 1919, and is now just the ideal age for obasing, is a more likely proposition. This horse may be allotted too weight. Then there is the 6 year-old, Always, upon which, for some reason, there has been an extraordinary run, as last year there was, with better justification, on Poethlyn, who soon came a cropper. Perhaps the early favourite will pull the race off this time just to show the vagaries of the game! But much may happen before the chasers line up some weeks hence, and when they do line up they will find themselves face to face with a four-and-a-half mile course the stiffest in the world.

SHIPPING NOTES.

(By "Neptune.")

The shipping returns for the fourth quarter of last year just published by the Statistical Department of the Imports and Exports Office, show that an increased number of vessels called at this port, compared with the comparative quarter of the previous year. Consequently the number of departures was an improvement, as well, on the previous figures. During the fourth quarter of last year 2,028 ocean-liners and river steamers called at this port, their tonnage amounting to 2,609,382 tons, while in the fourth quarter of 1919 1,937 vessels of 2,385,349 tons called here. The biggest increase is under ocean-liners flying the British flag, namely 537, of the tonnage of 1,052,776, against 490 steamers of 931,021 tons, while Japanese ships show a decrease of from 251 vessels of 534,580 tons to 206 boats of 483,015 tons. Sixty-two American vessels of 197,018 tons entered the harbour against 44 of 142,942 tons in the last quarter of 1919. There have been an increased number of United States Shipping Board vessels operated and this accounts for the better showing under the United States. Trade between Hongkong and Japan suffered very badly during the period under review and this explains the decline in Japanese shipping in the local harbour. Portuguese vessels have been called in larger numbers than hitherto, the returns giving the total for the period at 45 of 9,972 tons against thirty vessels of 16,372 tons. With the number of Portuguese vessels that have been announced to have been put on the Far Eastern run, we are likely to witness a better improvement in this direction. Vessels flying the Chinese flag called in lesser number compared with the fourth quarter of 1919, the figures being 380 of 197,664 tons against 392 of 207,458 tons. Dutch boats have increased, these being 36 of a tonnage of 94,595 against 28 of 67,380 tons.

The departures during the period were almost as many as the arrivals. The adverse trade militated against prosperous shipping, and freights dropped sharply when no cargo was offering. A number of small coastal boats have had to be laid up as the owners found it better policy than incurring high overhead charges without the prospect of securing sufficient cargo. The situation is still bad, except that with the removal of the embargo on the export of rice from Siam and the arrival of the new season, Saigon rice crop have given employment to some of the small boats. On the other hand, so much rice is daily pouring in from Saigon and Bangkok that the local market is glutted with stocks. It is almost certain that we shall witness very cheap prices for rice this year.

A noteworthy transaction has been concluded with a Japanese boat for the shipment of 50,000 tons of rice from Bangkok to Hongkong, the rate being one guilder and 30 cents. The freight market is somewhat reassuring, though there has not yet occurred any sharp change in freight quotations. It is not expected that there will be any further considerable decline in coasting freight rates. It is believed that the very depression of the market will have the effect of causing a reaction. The fact is that as the freight or charter rates obtainable are not remunerative, some shipowners have continued to tie up their ships, and the number of tied-up vessels has continued to increase. In Japan, I see, the number of tied-up ships amounts to 215,000 tons gross.

The United States Shipping Board has given permission to the masters of any of their ships to take their wives occasionally, and "the presence of the captain's wife on a ship is to be considered in the light of an occasional treat, due to the fact that masters are more or less continuously absent from their wives."

The United States Shipping Board's service from Hongkong to Java by way of Saigon and Singapore are operating successfully.

The Nippon Yusen Kaisha has added two new vessels to their Hongkong-United States service.

1896.

HONGKONG TWENTY-FIVE YEARS AGO.

Compiled from the "Hongkong Telegraph" files for week-ending March 4th, 1896.)

THE DOLLAR.

Feb. 27th.—The rate of the Dollar, on demand, to-day is £s. 2-3-4d.

ON THE PLAGUE EPIDEMIC.

Feb. 28th.—We are given to understand that some of the Chinese of the wealthier class are providing steam launches for the removal of the sick Chinese from the Colony and that many are being removed. We also hear that the bodies of Chinese who have died of the plague are being smuggled out of the Colony in camphor wood boxes and otherwise. We are also told that these things are being done with the tacit consent of the Government, and that the officers of the Sanitary Board have been given to understand that they are to take no notice of these movements of the living and the dead. We have said before that there can be no objection to the removal from the Colony of all plague stricken patients, and of the bodies of those who have died of the disease, provided that proper precautions are taken to secure that the operation is so conducted as to guard against the dissemination of the disease in places and amongst other people not otherwise exposed to infection, and provided the Government has proper notice so that the bedding, clothing and residences of the sufferers may be disinfected and cleansed.

WHEN QUEUES WERE GROWN.

Feb. 29th.—The jury appointed to give a decision in the case in which a Chinese was found lying dead in the Public Gardens with his queue tied round his neck, yesterday returned a verdict of murder by strangulation against some person unknown.

THE PLAGUE ROLL.

March 1st.—There have been 200 cases of plague reported for the year ending yesterday, in addition to three other cases notified yesterday.

That very modern ocean liner, Wenatchee, allocated by the U. S. Shipping Board to the Admiral Line, leaves Seattle for Yokohama on Tuesday. From Yokohama she goes to Kobe, Shanghai, Hongkong and Manila, establishing a hundred per cent. American trans-Pacific freight and passenger service from Puget Sound. The Wenatchee will be followed at short intervals by her sister ships, the Keystone State, Bay State and two others as yet unnamed.

It is reported that the Cunard Company will establish a steamship service between Canada and Hongkong. The participation of the Cunard Line in the Far Eastern shipping service may mean a death blow to Japanese shipping eventually.

The freight market is easier. There has been nothing doing during the week. The Saigon-Hongkong rate is down to 28 cents per picul. The s.s. Phenomph has been fixed at this rate for Saigon to Hongkong. The fixture of a China Navigation boat is reported as 40 cents for Saigon to Swatow. Big shipments of rice are coming forward, and it is expected that within the next week there will be landed here something like 25,000 to 30,000 tons of rice. The rice market is naturally demoralised, and rates are likely to decline further if shipments come in large quantities from Saigon and Bangkok. A number of Japanese vessels have been fixed for Bangkok to Hongkong. A fixture has been made for the carriage of cement from Haiphong to Manila at \$2 a cask. The s.s. Haitan has been closed for twelve round trips to Singapore at \$15,500 a trip.

AMERICAN CIVIL WAR SURVIVORS.

Of the 60 survivors of the American Civil War still living in London, 30, whose ages varied from 76 to 90, were present recently at the Metropolitan Tabernacle at the New Year's reunion of the American Civil War Veterans' Association.

TO-DAY'S MISCELLANY.

Some travellers by aeroplane from Toulouse to Madrid made a forced descent near a chain of lakes which few tourists have visited. The Desert de Carlette, in the Pyrenees, close on 10,000 feet above the sea, contains no fewer than sixty lakes of varying sizes. These, according to local tradition, were left at the time of the Flood. It appears that when the waters subsided Noah and his family landed on the Puy de Prigue one of the highest peaks in the district. Convincing proof of the truth of this legend, in the eyes of the peasants, is found in the shape of an iron ring to which the Ark was moored when the landing was effected.

Exclusive of the freaks which usually add to their philatelic value, the British Empire postage stamps now number 3,840, or a quarter of the world's stamp currency, says Mr. Douglas B. Armstrong in his new book, "British and Colonial Postage Stamps," issued by Methuen. During the British protectorate of the Ionian Islands three special stamps were issued with no indication of their value printed on them! At one time these stamps were so little esteemed by collectors that a well-known London stamp dealer papered his shop with whole sheets of them; but they now fetch good prices. British Borneo had to be supplied with provisional surcharged stamps in 1916, the entire new supply having been torpedoed and added to Davy Jones's collection.

A pathetic group of Roman objects from the tomb of a little girl of the period of Tiberius, 1800 years ago have come into the possession of the Berlin Museum. They are in nearly as good a state as when the child died. A coin of Tiberius was put in the dead child's hand, the fee to give to Charon (the ferryman) to cross to the other side of the Styx, the principal river of the "lower world." Then the box was filled with her little dolls, of which she had evidently been fond. She had also loved to play at a dolls' tea party, of that age. So there is a little table and a toy silver candelabra. She had dressed her dolls and had "made them up," for there is a little box of cosmetics with a picture on the cover. She was fond of bricks, too, and her parents put into her box some little cubes painted in four colours. There is a little gold brooch—probably one she wore at parties—of the most delicate filigree work, and a gold bracelet. The little girl must have been the daughter of more than ordinary parents, for she could evidently write, since they had put in some tables and styles.

I am informed on reliable authority (writes a Glasgow Herald London correspondent) that there is a prospect of the great book publishing firms in London, or many of them, making arrangements under which they will do their own printing and binding of the books which they publish. At present there are a few publishers in the country who have their own printing presses, in which in some cases the whole and in other cases part of their books are printed but in most instances the printing and bookbinding are done for publishers by independent organisations. The idea is that the change will in many cases at least be brought about by triple amalgamation—the publisher, the printer, and the binder in each case combining into one great firm. The reason for the change is not far to seek. The enormous expenses in the publishing trade arising out of war and post-war conditions are by no means falling off. Though there has been a slight decrease in the cost of paper, the cost of printing has again recently risen, and within the last week the cost of engraving for illustrations has suffered another increase. The total cost of book production is thus as high as ever, and no one can tell when the demands for higher printers' wages will end. The suggested amalgamations would, it is thought, lead to great saving in the cost of book production. In that case the price of books would not have to be increased to such an extent as will be necessary if the new arrangement is not entered into. At present books, especially the cheaper ones, are not sold at an economic price, and it is difficult to get the public to pay more.

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EX-CROWN PRINCE
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"Little Willie's" Lament.

The Deutsche Wochen-Zeitung (published in Holland) has an article under the title of "Dull Christmas at Wieringen," in which the writer describes an interview he had with the ex-Crown Prince. Asked why he stayed in Wieringen and did not return to Germany, the ex-Crown Prince exclaimed:—

"Of course, I should like to go to Germany. How delighted I should be to devote my time to agriculture, especially to horse-breeding. How I should enjoy being in university circles in Breslau, and among clever men, and be able to realize what I was obliged to miss during the war and here. In other ways, too, I should like to put forth all my strength in assisting in the restoration of our poor Fatherland. But I cannot. The many enemies I now have in the Fatherland and in other countries would see my hand in every single action done by others, though in all probability I should not have had the slightest knowledge of it. That might result in conflict. Our poor Fatherland, however, requires rest to regain the position she has lost."

"As to the reason why my wife does not come to me, believe me, she would very much like to come, for she knows that peace and happiness are not bound up with halls, magnificent chandeliers, and servants. On the contrary, she thinks of our children, whose education she has to look after. Our sons must learn to be, later on, useful members of society. Wilhelm and Lulu are attending the Real Gymnasium in Potsdam at present. Wilhelm wants to be an agriculturist, and will go to a high school for agriculture. Lulu feels, however, more fitted to be a merchant. He would like to sail around the world on a German merchant vessel and learn the Spanish language. I have no objection if only they become useful men. They are studying hard, and have sent me good reports of their progress. They have no time for amusement and sport. Of course, they ought really to have a father's care, but that cannot be at present. Do you now see why my wife is obliged to remain in Germany? How would it be possible for us to educate the children here?"

Repressing his feelings, he proceeded in a bitter tone:—"I cannot go to my parents at Doorn. Our opponents still believe each of us capable again of setting the world on fire. If we were together once more it would certainly mean, in their eyes, that the end of the world was only a question of time. Buy an estate here, you say. Where should I get the money from? I am poor, and, besides, there is the low rate of exchange."

THE LAST STAGE.
Some of his most striking passages were as follows:
Man has come to possess a spiritual sense. He has come to possess a soul, and by the existence of the soul has ceased to be a mere animal.

The soul is the last of the fundamental realities. It is as real as thought or life.

The immortality of the soul in man is the last stage—as far as man can know—of biological evolution.

Evolution was designed to produce spiritual beings who can survive bodily death, and enjoy eternal communion with God if they accept Christ's doctrine of the immortality of the soul.

The preacher detailed the following four stages in the development or evolution of the soul:

1. Instinctive action.
2. Perception of the external world.
3. Intelligent action.
4. Conception of abstract ideals.

WHAT EVOLUTION IMPLIES.
Starting with an expression of belief in the animal origin of man, Canon Barnes said it was not easy for him to understand the outlook of those to whom evolution was a dangerous fallacy. He could not remember a time when he regarded Genesis as a record of human origin.

Evolution implied that natural and spiritual processes were parts of a single whole—a unity which, as he held, derived its entire existence from God. Man consisted of body and personality. Human personality was a complex of thought, will and feeling. It was the spiritual part of man, and the psychologist used the term "for what was popularly called the soul."

EVOLUTION'S EFFECT.
Human personality as observed in civilised man differed profoundly from anything which existed in the lower animals. The effect of evolution on man had been to stimulate the intellectual and aesthetic processes, and it was man's personality that separated him from his animal ancestry.

Whence came the soul, which made human personality different from anything else in life? They could not say when it began or assign any cause for its existence except the will of God.
For Christians the fundamental question was:
"Does the human personality survive bodily death—is the soul immortal?" Human personality could be so developed until, through righteousness, beauty and love, it reached communion with God, and was not destroyed by death.

NOTICE.

DAIRY FARM NEWS.

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SCIENCE OF THE SOUL.

Striking Sermon by
Canon Barnes.

"That man was not originally endowed with a soul, but had come to possess it through the processes of biological evolution," was the thesis of a remarkable sermon preached by Canon Barnes at Westminster Abbey last month.

The Canon's frank views on the Fall of Man and his attitude towards Genesis led recently to a striking correspondence in the Press, and recently he further developed some of the ideas that have lately been discussed by people of all classes and creeds.

In his sermon Canon Barnes discoursed on "Evolution and the Soul," and dealt not with the Fall, but with the Ascent of Man. He emphasised his disagreement with those who hold that the teaching of Christ is opposed to modern scientific discoveries.

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"SPIRITUAL CIGARS."
Dealing with Spiritualism, Canon Barnes said:
In Christian teaching there was no confirmation of the pretended revelation of modern Spiritualists, that after death the spirit enjoyed an existence which was to some extent a counterpart of earthly life, with spiritual clothes and even spiritual cigars.
It was important, concluded the Canon, to dissociate the Christian doctrine from ideas that merely parodied their faith.

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[To the Editor of the "Hongkong
Telegraph".]

Mercantile Marine Uniform.

Sir,—I herewith enclose an extract from the *Mercantile Marine Service Association Reporter* concerning the improper wearing of the standard uniform in the British Mercantile Marine.—"As intimated in the October issue, the improper wearing of the British Mercantile Marine standard uniform has been the subject of Police Court prosecutions on two occasions recently. The Board of Trade, in recording these prosecutions, have issued the following warning dealing with the subject:—"The attention of Officers and men of the Mercantile Marine and other persons, is called to the provisions of the British Mercantile Marine Uniform Act, 1919, and to the Order in Council instituting this standard uniform for the Mercantile Marine dated 4th September 1918. This Act provides that if any person, not being entitled to wear the British Mercantile Marine uniform, as described in the Order in Council, wears the uniform, or any similar dress, he shall be liable to a fine not exceeding £5 or, if he wears it in a manner likely to bring contempt on the uniform, to a fine not exceeding £10 or to imprisonment, with or without hard labour, for a term not exceeding one month."

Yours etc.

KOCHAB.
Hongkong, Feb. 25, 1921.

SCHOOL OF ORIENTAL STUDIES.

It is noted in the report of the governing body of the School of Oriental Studies, London Institution, for the eleven months to July 31, 1920, that among the special courses held were one in Japanese, and one in Chinese, undertaken at the request of the War Office; a course of Japanese for naval officers held at the request of the Lords of the Admiralty; and a class for the Chartered Bank in Chinese. As in former years the largest general demand has been for Arabic; but the number of students of Chinese and Hindustani shows a marked increase.

WOMEN AT OXFORD.

Endowments Needed to Make
Colleges Self-Supporting.

Lady Rhonda has become treasurer of an "Oxford Women's College Fund," which has been opened to meet the need for endowments for Lady Margaret Hall, Somerville College, St. Hugh's College, St. Hilda's Hall, and the Society of Oxford Home Students.

A number of well-known people including Lord Curzon (Chancellor of the University), Lord Bryce, Mr. Asquith, Sir John Simon, and Professor Gilbert Murray, have signed the appeal.

Endowments are needed to supply adequate salaries and pensions for the staff, to promotion of advanced studies and research, for the maintenance and development of libraries, and for the enlargement and upkeep of buildings. For all these purposes the men's colleges have endowments available, and if the women's colleges are to carry on similar work they must be placed in a similar position.

"I was told by the principal of one of the women's colleges that for every student admitted she is obliged to turn away ten," said Mr. C. Bailey, of Balliol College (chairman of the Appeal Committee), to a Press representative.

Asked what it costs to keep a girl at Oxford, Mr. Bailey explained that fees at the women's colleges vary between £120 and £150. This includes board and lodging and tuition. To this must be added the cost of clothes and books, subscriptions to clubs and for games.

There are about 500 women students at Oxford; all the colleges are full.

TAGORE IN AMERICA.

Thus an American contemporary:—"Tagore, after witnessing the Yale-Princeton football game, said that there is no calm in America. If the Indian philosopher wished to see us that way, he should have come a little earlier. We saved our calm this year for the Presidential campaign."



Group taken at wedding of M. Georges Tiran and Mlle. Marguerite Merlette.



The Hongkong Interport Golf Team.



Wedding of Mr. C. C. Brooks and Miss H. Thomson.



The combined Hongkong and Shanghai Interport Golf Teams.



"The Pharisees," who last week gave performances in aid of the Portsmouth Disaster Fund.



Bridal party at wedding of Mr. F. O. Clemo and Miss E. W. Tolan.



Group taken at the Clemo-Tolan wedding.

(All Photos by Mess Cheong).

HONGKONG, SATURDAY FEBRUARY 26, 1921.

CHAIRMAN'S COMPREHENSIVE TRADE REVIEW.

Political and Financial Situation in China.

With regard to Bank premises the expenditure on buildings in recent years has been heavy but entirely unavoidable. Our business has gradually outgrown our accommodation and in addition to the new buildings referred to last year, it will soon be necessary to rebuild our Singapore Office. When it and the other buildings now under construction are completed, the Bank will be housed in all its principal places of business in the East in modern and commodious premises, sufficient for our requirements for many years to come, and no further considerable expenditure should be necessary unless, of course, we decide from time to time to extend the area of our activities. Meanwhile, we propose to continue writing down these properties whenever

Since we met last year the reaction that was to be expected after the great trade boom of 1919 and early 1920 has taken place. The disorganisation of the world's exchanges became more pronounced in the course of the year and in Asia, currencies normally based on gold, such as those of India, Java, the Philippines and Japan, moved in orbits of their own, with variations not always easy to foresee and provide for. Still, notwithstanding these handicaps and the vagaries of the silver market, to which I will refer later, the earning power of the Bank was more than maintained, and I think we should record our appreciation of the able way our

For the reason stated the ordinary mint demands for silver coinage, both in England and the Continent, are in abeyance, and it seems unlikely that they will be revived in the near future. A considerable part of the trade demands has been met by the melting down of silver plate. In India the reserve of silver rupees, some sixteen crores, is larger than it has ever been, and seems ample to meet all requirements for some time to come.

The fact that the products of Asia have been confronted with overstocked markets and declining prices in Europe and America, has naturally had its effect on the purchasing powers of India, China, Japan or all other Eastern countries. In dealing with the situation thus created we are necessarily proceeding with caution, but we are also carrying out the traditional policy of the Bank, and liberally, if judiciously.

however, to be noted that of the total revenue no less than \$24,000,000 was retained or appropriated locally by the Provincial Authorities, or Military Commanders to their own uses, a striking testimony to the almost entire lack of control exercised by the Central Government over certain of the provinces. After meeting all obligations secured on the Salt Revenue, the large amount of \$64,000,000 (including \$6,000,000 refunded by the Maritime Customs in respect of the service of the Beorgchaguan Loan) was released to the free use of the Chinese Government.

The aims and objects of the Consortium, as to which misunderstanding has sometimes arisen, should now be sufficiently clear, but I will just touch upon the salient features. In the first place, I should like to emphasise the point that the Consortium is a partnership which contemplates transactions spread over a considerable period of time. While it provides general machinery for the future homology of China, it does not contemplate a large immediate loan. Indeed, in London as the head of the Chinese Government on the Provinces' in the present unsatisfactory

Political instability still denies a proper hearing to the crying economic needs of the situation. The fact that the urgency of these needs has so far failed to force nations into paths leading to universal peace, is only additional evidence of traditional difficulties of the readjustments rendered necessary by the war's disturbance of the world's equilibrium. The restoration of conditions of security, without which no new period of expansion can be looked for, is everywhere hindered by political unrest born of hatreds and selfishly impossible of lasting. Extraneous shapes, above and below other forms of extraneousness, subvert the almost universal law. Recognition of the cause of rebellion arises in the beginning of wisdom. Rapidly

(Continued on page 11)

TO-DAY'S BANK MEETING.

early beginnings are to be desecrated in recent events, and first signs of returning confidence appear. Awaiting their development, it is for us to face the future in a spirit of quiet determination to make the best of whatever situation may arise, and to discharge in a manner worthy of our predecessors the great responsibilities laid upon this institution.—(Applause.)

MR. HUMPHREYS' SPEECH.

Mr. Henry Humphreys said:—The seconding of the bank report and statement of accounts is, so far as I am concerned, becoming a sort of family habit. My father did it on several occasions, and I remember Mr. Fraser Smith used to refer to him in his paper as the Champion Seconding of Accounts. Although I can lay no claim to being anything of the kind, this will make the third occasion I have seconded the Bank report. I seconded the accounts when the capital of the Bank was increased in 1907 from \$10,000,000 to \$15,000,000, so now your Chief Manager considers I ought to repeat the performance on the eve of the increase from \$15,000,000 to \$20,000,000. I said to the Chief Manager the other day I thought that anyone who seconded the accounts more than three times should receive a bonus. He replied he had no objection—but in such an event he would see to it that no one was asked to second the accounts more than three times.

I do not profess to be able to follow the intricacies of exchange or politics in China, so shall refrain from comment on those thorny topics, but it does not require a Napoleon of finance to realise that when a pound sterling only buys about 7/6 worth of goods on a pre-war basis, more capital is required to carry on a business, and the business of this Bank, gentlemen, is, as you are doubtless aware, not only stupendous but increasing all the time. The issue price of the new shares, viz £70, is, in the circumstances, a fair one and will commend itself to those shareholders who look upon the increase of prestige and earning power of the Bank as the first consideration. The proposed bonus of 20 per cent. to the staff will, I am sure, meet with your cordial approval. Before sitting down I would like to say a few words about our late Chief Manager and our present one. We all feel pleased and honoured that the valuable services of Mr. Stubb to this great institution have been recognised by His Majesty the King in the shape of a Knighthood. As regards the present Chief Manager I am confident he will prove a worthy successor to his illustrious predecessors. I knew him personally when we were both very young men and for that reason have watched his advancement step by step to the highest rung in the ladder with more than passing interest. I have now much pleasure in seconding the report and statement of accounts.

It was proposed by Mr. T. E. Pearce and seconded by Mr. A. E. Griffin that the appointment of Mr. G. M. Dodwell, Mr. A. S. Gubbay, Mr. G. T. M. Edkins and Mr. A. O. Lang as Directors be confirmed and that the Hon. Mr. E. V. D. Parr, Mr. A. H. Compton and the Hon. Mr. P. H. Holyoak be re-elected Directors. The motion was carried unanimously.

It was proposed by Mr. F. Smyth and seconded by Mr. L. Dunbar that Mr. F. Maitland and Mr. E. A. M. Williams be re-elected auditors for the year. This was carried unanimously.

MR. MOXON'S SPEECH.

Mr. G. C. Moxon said:—Gentlemen, I rise to make a proposal which I think will meet with the general approval of those concerned and will give you as great pleasure to pass with unanimity as it does me to put the resolution. The Directors' fees of this Bank were fixed at \$20,000 per annum when the Bank was incorporated and were raised to \$30,000 in 1894—at which figure they have remained ever since—that is to say, over a period exceeding a quarter of a century. During this interval the capital of the Bank has been doubled and the total liabilities of this great Corporation have increased nearly four times. In view of the increased and increasing responsibilities of our Court of Directors and in recognition of the ability and skill which have marked their conduct of our

CORRESPONDENCE.

[To The Editors of the "Hongkong Telegraph"]

Medical Aid For Children.

Sir,—On the 17th instant, the Colonial Secretary (in reply to Mr. Pollock) stated that the Government did not consider it desirable to make the neglect to provide "Medical Aid" for children a statutory offence.

Such neglect has been a statutory offence in England since 1868 at least, but in Hongkong the neglect of any child over the age of two was not made punishable by Ordinance until 1913, when Sir John Bucknill (at my suggestion) introduced what may be described as the first Article of the Charter of the "Mui Tsai" and other children. This enacted (in effect) that neglect to provide a child under 16 with adequate food, clothing or lodging rendered a parent, master or mistress liable to punishment.

The words "Medical Aid," occur in the English Act, were omitted, probably because this step towards the Protection of Children was regarded as an experiment.

Since 1913 there has (I hope) been a considerable advance in opinion on the subject amongst the Chinese as well as the other allied Nations.

At the present time the majority of the residents in this Colony know that "Medical Aid" can be obtained readily, either from the numerous private practitioners, or from the public hospitals and dispensaries, and that at the latter the patients (if Chinese) will be attended by practitioners and assistants of their own nationality.

As advice and medicine are provided free of charge to those who cannot afford to pay, poverty is no excuse for neglect.

Under the law of the Colony as it stands, a parent or mistress may allow a child to suffer from a curable disease, or to become injured or disfigured for life, and yet probably escape punishment although there is a hospital or public dispensary offering the requisite "Medical Aid" within easy reach.

It is difficult to see why Hongkong, which supports its hospitals with liberality, should be fifty years behind the times in this respect, and it is to be hoped that the present European members of Council, who (as we are assured by Mr. Winston Churchill) are fully able to represent the British attitude on all social questions, will not allow this question to rest in its present unsatisfactory state.

Yours etc.

F. B. L. BOWLEY.

Hongkong, Feb. 26, 1921.

affairs I formally propose: "That the annual fees of the Directors of the Hongkong & Shanghai Banking Corporation be raised from their present total of \$30,000 to \$50,000," a figure I venture to suggest more commensurate with the work involved. I trust that this proposal will find a ready second and meet with the unanimous approval of this meeting.

The proposal was seconded by Mr. T. E. Pearce and unanimously carried.

The Chairman returned thanks on behalf of the Directors, saying that the vote came as a complete surprise to them, and they would do their utmost to merit the confidence shown in them.

Major H. Keswick, in proposing a vote of thanks to the Directors and the Staff, said that they knew that the Directors' experience ranged over the whole field of trade in the Far East, but from personal experience of sitting at the Board he knew perfectly well that it was because of efforts of the General Manager, the Sub-Manager, and the staff that the Bank was so successful. It was good for the shareholders both that the remuneration of the Directors be increased and that a good bonus had been paid to the staff; and he hoped that the shareholders would have an opportunity in the future of repeating that performance. The speaker added that he hardly thought the vote called for a second, because he believed the meeting would carry it by acclamation—which was immediately done.

The Chairman:—That is all the business, gentlemen. Thank you for your attendance. Dividend warrants will be ready on Monday.

"OFF DAY" AT THE RACES.

FINE WEATHER FAVOURS WIND-UP OF MEETING.

Some Good Dividends Paid.

After three days' brilliant meeting, the "Off Day" races were decided this afternoon in the presence of a large concourse of people. The weather was again perfect—in fact, all conditions combined to make the wind up of the 1921 Meeting as equally successful as the opening.

The "Off Day" is usually favoured because of the large Pari-Mutuel dividends obtained and there was brisk business in the booths from the very first race.

An analysis of the past three days results shows the successful owners and jockeys to be:—

OWNERS.

	1st.	2nd.	3rd.
Sir Paul	0	8	4
Mr John Peel	4	2	5
Mr G. H. Potts	3	2	—
Sir Ellis Kadoorie	3	4	—
Mrs John Johnson	—	—	—
stone	8	—	—
Mr Ferdinand	12	11	—
Mr Fash	2	2	3
Mr Soares	2	—	3
Mr Nemazez	1	3	2
Mr Gilpin	1	2	1
Mr F. B. Deacon	1	1	1
Dr. Forsyth	1	1	—
Mr H. Humphreys	1	1	—
Hon. Mr P. H.	—	—	—

Holyoak	1	—	—
Mr Wobbe	1	—	—
Mr Topside	1	—	—
Mr Saint	—	2	1
Mr Carpetner	—	1	1
Mr Moxon	—	1	—
Mr H. P. White	—	1	—
Mr Des Voeux	—	1	—
Messrs. Hosie and	—	—	—
Lay	—	—	2
Mr K. Macgregor	—	—	2
Mr Towers	—	—	2
Mr Stephen	—	—	2
Messrs. G. C.	—	—	—
Moxon and C. G.	—	—	1
Mackie	—	—	—
Mr Seth	—	—	1
Mrs Deacon	—	—	1
Mr H. Birkett	—	—	1

JOCKEYS.

	1st.	2nd.	3rd.
Mr Knoll	8	8	1
Mr Johnstone	7	2	5
Mr Vida	5	7	5
Mr Soares	14	2	3
Mr Heard	3	4	5
Mr Hill	3	2	2
Mr Nemazez	1	2	2
Mr White	1	1	1
Mr Willemsier	1	—	2
Mr Doyle	—	2	2
Mr Seth	—	1	2
Mr Gibson	—	1	1
Mr Timmis	—	1	—
Mr Bell-Irving	—	—	1
Mr Potts	—	—	1

Mr Ferdinand's Pawnshop (Mr Soares) disqualified twice.

The Band of H.M.S. Hawkins again attended and discoursed an enjoyable programme of music.

THE "HAY AND CORN" STAKES.—Winner \$250. Second \$100. Third \$50. For all Subscribers of both Classes that have run at this Meeting and not won. Weight for inches as per scale. (Jockey allowance.) Unplaced runners allowed 5 lb. Four Starters or no Race. POST ENTRIES. Fee \$5 to be paid at time of entry. Five Furlongs.

Mr. Nemazez's Ardalan (Nemazez) 1
Messrs. Hosie and Lay's Bay Chieft (Hill) 2
Mr. L. N. Lee's Now or Never (White) 3

Also ran:—Mr. Saint's St. Antony (Doyle); Mr. Carpetner's Don Juan (Soares); Messrs. G. C. Moxon and C. G. Mackie's The Carpenter (Potts); Mr. Staves' Blackfriar (Spinks); Capt. Henderson and Mr. Dyer's East (Hancox); Mr. Soares' Valley Child (Gibson); Mr. J. J. Patterson's Notwithstanding (May); Brig-Gen. McNaghten and Mr. T. F. Cobbs' Givenchy (Bell-Irving); Mr. Grimstone's Scottie (Knoll); Mr. Dynast's King Harry (Heard); Messrs. P. A. Cox and H. P. White's Leopard (Sutton); Mr. Seth's Moonshine (Seth); Sir Paul's Mystic Dahlia (Vida).

Won by half a length, a head separating second and third. Time:—1 min. 17 secs. Pari Mutuel:—Winner: \$67.20; Places: \$19.00; \$9.20; \$64.30. Cash Sweep:—Ticket No. 504 1st. \$1,516.90 48 2nd. \$ 433.40 181 3rd. \$ 216.70

\$25 Tickets and Commission \$ 948.00

\$3,115.00

\$59, 25, 315, 240, 310, 510, 420, 28, 406, 404, 613, 230, 503.

\$25 Tickets:—599, 25, 315, 240, 310, 510, 420, 28, 406, 404, 613, 230, 503.

\$25 Tickets:—599, 25, 315, 240, 310, 510, 420, 28, 406, 404, 613, 230, 503.

\$25 Tickets:—599, 25, 315, 240, 310, 510, 420, 28, 406, 404, 613, 230, 503.

\$25 Tickets:—599, 25, 315, 240, 310, 510, 420, 28, 406, 404, 613, 230, 503.

\$25 Tickets:—599, 25, 315, 240, 310, 510, 420, 28, 406, 404, 613, 230, 503.

THE "LUCKY" STAKES.

Winner \$250. Second \$100. Third \$50. For all Grifins that have run at this Meeting and not been placed. Weight for inches as per scale. (Jockey allowance.) Four Starters or no Race. POST ENTRIES. Entrance fee \$5 to be paid at time of entry. Five Furlongs.

Messrs. Joe and Gussie's White Foam (White) 1
Mr. John Peel's Paper Money (Johnstone) 2
Mr. Staves' Bolshevik (Bell-Irving) 3

Also ran:—Mr. Medico's Seven Dials (Vida); Mr. Staves' Coniston (Spinks); Sir Ellis Kadoorie's Taiipo Chief (Knoll); Mr. Soares' Dandy Child (Soares); Messrs. G. C. Moxon and C. G. Mackie's Tweedledum (Timmis); Mr. Potts' Moorland King (Potts).

Won by half a length, a head between second and third. Time:—1 min. 16 2/5 secs.

Pari Mutuel:—Winner: \$25.70; Places: \$7.90; \$8.20; \$12.80. Cash Sweep:—Ticket No. 669 1st. \$1,983.80 638 2nd. \$ 566.80 147 3rd. \$ 283.40

\$25 Tickets and Commission \$ 896.00

\$25 Tickets:—230, 59, 268, 717, 742, 198.

THE "ALL OUT" STAKES.—Winner \$250. Second \$100. Third \$50. For all China Ponies that have run this Meeting and not won. Weight for inches as per scale. Unplaced Runners allowed 5 lb. (Jockey allowance.) Four Starters or no Race. POST ENTRIES. Entrance fee \$5 to be paid at time of entry. One Mile.

Mr. Potts' Allied King (Hill) 1
Messrs. Joe and Gussie's Exchangeur Bill (White) 2
Mr. H. P. White's Merryand (Heard) 3

Also ran:—Mr. J. F. Macgregor's Strathfarrar (Knoll); Mr. Endeavour's Only Hope (Soares); Mr. Nemazez's Sepand (Nemazez); Forsyth's Cranby (Gibson); Sir Paul's Conqueror Dahlia (Vida); Sir Ellis Kadoorie's Kandy Chief (Doyle); Sir Paul's Charing Cross (Sutton).

Won by two lengths, half a length between second and third. Time:—2 min. 05 1/5 secs.

Pari Mutuel:—Winner: \$7.90; Places: \$6.30; \$11.30; \$7.30. Cash Sweep:—Ticket No. 531 1st. \$2,265.90 295 2nd. \$ 647.40 194 3rd. \$ 323.70

\$25 Tickets and Commission \$ 1,028.00

\$25 Tickets:—659, 363, 649, 374, 570, 286, 191.

THE TYTAM HANDICAP "A" CLASS.—For Subscription Grifins of this Season 1920-1921 that have run at this Meeting. Winner \$500. Second \$200, and Third \$100. Entrance \$10. Once Round.

Mr. Wobbe's Flywheel (Willemsier) 1
Sir Ellis Kadoorie's Repulse (Nemazez) 2
Mr. Fash's Aspirin (Heard) 3

Also ran:—Mr. F. B. Deacon's Frome (Seth); Hon. Mr. P. H. Holyoak's Redbird (White); Sir Paul's Delight Dahlia (Vida); Mr. John Peel's Umpy (Johnstone); Mr. Soares' Field Child (Soares); Mr. Topside's Mountain Stream (Bell-Irving); Mr. Towers' Marble Tile (Hill).

Won by a head, a neck separating second and third. Time:—1 min. 52 2/5 secs.

Pari Mutuel:—Winner: \$94.10; Places: \$23.60; \$8.00; \$13.90. Cash Sweep:—Ticket No. 606 1st. \$2,537.50 568 2nd. \$ 725.00 806 3rd. \$ 362.50

\$25 Tickets and Commission \$ 1,125.00

\$25 Tickets:—243, 444, 236, 730, 656, 774, 607.

THE TYTAM HANDICAP "B" CLASS.—For Subscription Grifins of this Season 1920-1921 that have run at this Meeting. Winner \$500. Second \$200, and Third \$100. Entrance \$10. Once Round.

Mr. John Peel's Tiddleywinks (Johnstone) 1
Mr. Gilpin's Raggedyann (Knoll) 2
Mr. Ritchfield's White House (Doyle) 3

Also ran:—Mr. Bell-Irving's Jugglebury Crowdy (Bell-Irving); Mr. Fash's Harlequin (Hill); Mr. Ferdinand's Pawnshop (Soares); Mr. McMase's Savernake (Seth); Mr. Seth's The Amer (Heard); Mr. Stephen's Hatton (Willemsier).

Won by half a length, three-quarters of a length separating second and third. Time:—1 min. 36 2/5 secs.

Pari Mutuel:—Winner: \$26.10; Places: \$11.40; \$21.50; Beggar King, \$7.30; Forest Child, \$22.10. Cash Sweep:—Ticket No. 619 1st. \$2,856.70 566 2nd. \$ 816.20 515 3rd. \$ 408.10

\$25 Tickets and Commission \$ 1,239.00

\$25 Tickets:—1042, 416, 1004, 810, 1064, 887.

UNITED SERVICES RACE.—Three quarters of a mile. Talisman (Timmis) 1
Springer (Sergeant) 2
Taiipo Chief (Sutton) 3

Won by three-quarters of a length. Time:—1 min. 36 2/5 secs. Pari Mutuel:—Winner: \$24.60; Places: \$11.20; \$17.30; \$7.90. Cash Sweep:—Ticket No. 1077 1st. \$3,360.00 662 2nd. \$ 960.00 1121 3rd. \$ 480.00

\$25 Tickets and Commission \$ 1,450.00

\$25 Tickets:—181, 1045, 841, 566, 1053, 445, 1013, 620.

"ALSO RAN" STAKES.—One mile. Mr. Allsore's Jock (Bell-Irving) 1
Mr. Basto's Shooting Star (Hill) 2
Mr. Birkett's Beldorrey (Jar-dine) 3

Won by three lengths. Time:—2 min. 11 secs. Pari Mutuel:—Winner: \$23.50; Places: \$6.10; \$5.50; \$7.80. Cash Sweep:—Ticket No. 15 1st. \$3,363.50 273 2nd. \$ 961.00 686 3rd. \$ 480.50

\$25 Tickets and Commission \$ 1,295.00

\$25 Tickets:—790, 940, 191.

"LOITERERS" STAKES.—Once round. Sir Paul's Hope Dahlia (Vida) 1
Mr. R. Macgregor's The Renown (Hill) 2

Also ran:—Mr. Billiards' Square Measure (Timmis); Mr. Carpetner's Don Carlos (Soares); Capt. Henderson and Mr. Dyer's North (Hancox); Mr. A. R. Lowe's Bonenden (Spinks); Mr. Martinho's Evergreen (Nemazez); Mr. McMase's Peradventure (Seth).

Won by two lengths, a length and a half between second and third. Time:—1 min. 52 2/5 secs.

Pari Mutuel:—Winner: \$21.90; Places: \$7.90; \$10.70; \$17.30. Cash Sweep:—Ticket No. 848 1st. \$2,835.00 653 2nd. \$ 810.00 336 3rd. \$ 405.00

\$25 Tickets and Commission \$ 1,200.00

\$25 Tickets:—11, 256, 199, 517, 431, 283.

THE HONGKONG HANDICAP "A" CLASS.—Open to all China Ponies entered at this Meeting. Winner \$500. Second \$200, and Third \$100. Entrance \$10. One Mile and a quarter.

Sir Paul's Empire Dahlia (Vida) 1
Sir Ellis Kadoorie's Hongkong Chief (Soares) 3
Also ran:—Mr. Fash's Dolphin (Heard); Mr. Henry Humphreys' Speckled Mouse (Hill); Mr. John Peel's Slam (Johnstone).

Won by half a length, one length between second and third. Time:—2 min. 43 secs.

Pari Mutuel:—Winner: \$37.00; Places: \$10.00; \$6.20; \$9.70. Cash Sweep:—Ticket No. 378 1st. \$3,195.50 281 2nd. \$ 913.00 1118 3rd. \$ 456.50

\$25 Tickets and Commission \$ 1,235.00

\$25 Tickets:—281, 776, 132.

THE HONGKONG HANDICAP "B" CLASS.—Open to all China Ponies entered at this Meeting. Winner \$500. Second \$200, and Third \$100. Entrance \$10. One Mile and a quarter.

Mr. John Peel's Coat of Arms (Johnstone) 1
Mr. Staves' Bolshevik (Doyle) 2
Mr. E. Des Voeux's Beggar King (Knoll) 3

Also ran:—Mr. Bell-Irving's Jugglebury Crowdy (Bell-Irving); Mr. Fash's Harlequin (Hill); Mr. Ferdinand's Pawnshop (Soares); Mr. McMase's Savernake (Seth); Mr. Seth's The Amer (Heard); Mr. Stephen's Hatton (Willemsier).

Won by half a length, three-quarters of a length separating second and third. Time:—1 min. 36 2/5 secs.

Pari Mutuel:—Winner: \$26.10; Places: \$11.40; \$21.50; Beggar King, \$7.30; Forest Child, \$22.10. Cash Sweep:—Ticket No. 619 1st. \$2,856.70 566 2nd. \$ 816.20 515 3rd. \$ 408.10

\$25 Tickets and Commission \$ 1,239.00

\$25 Tickets:—1042, 416, 1004, 810, 1064, 887.

UNITED SERVICES RACE.—Three quarters of a mile. Talisman (Timmis) 1
Springer (Sergeant) 2
Taiipo Chief (Sutton) 3

Won by three-quarters of a length. Time:—1 min. 36 2/5 secs.

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"LOITERERS" STAKES.—Once round. Sir Paul's Hope Dahlia (Vida) 1
Mr. R. Macgregor's The Renown (Hill) 2

Also ran:—Mr. Billiards' Square Measure (Timmis); Mr. Carpetner's Don Carlos (Soares); Capt. Henderson and Mr. Dyer's North (Hancox); Mr. A. R. Lowe's Bonenden (Spinks); Mr. Martinho's Evergreen (Nemazez); Mr. McMase's Peradventure (Seth).

PACIFIC SHIPPING.

C P O S

SAILINGS

HONGKONG to VANCOUVER

via Shanghai, Nagasaki (Mol) Kobe & Yokohama.

Steamers	From Hongkong	Due Vancouver
Empress of Japan	Mar. 22	Apr. 12
Empress of Asia	Mar. 31	Apr. 18
Monteagle	Apr. 7	May 1
Empress of Russia	Apr. 28	May 16
Empress of Japan	May 17	June 7
Empress of Asia	May 26	June 13
Monteagle	June 14	July 8
Empress of Russia	June 23	July 11
Empress of Japan	July 7	July 28
Empress of Asia	July 21	Aug. 8

Passengers to Europe are strongly urged to determine the exact date of the Atlantic sailing desired prior to, and as far in advance as possible, their departure from the Orient. Traffic conditions on the Atlantic are as congested as on the Pacific. Atlantic reservations can be arranged by letter or cable for all passengers to Europe. Frequent sailings from Montreal to Liverpool, London and Glasgow. Passage orders covering all such reservations will be issued here.

For fares and other information please apply to
HONGKONG OFFICE.
Cable address GACANPAC
Telephone 726.
CANADIAN PACIFIC OCEAN SERVICES.



TRANS-PACIFIC FREIGHT SERVICE.

Operating the following U. S. Shipping Board Steamers.

For SEATTLE, VICTORIA, VANCOUVER, TACOMA.

(Calling at Shanghai, Dairen and Japan ports.)

WHEATLAND-MONTANA About Mar. 12. CITY OF SPOKANE About Mar. 21.

WHEATLAND-MONTANA Sailed for Singapore about Feb. 26th.

For PORTLAND direct.

(Calling at Kobe and Yokohama.)

PAWLET Mar. 7. COAXET About April 4.

THROUGH BILLS OF LADING ISSUED TO OVERLAND COMMON POINTS.

FOR FREIGHT AND PARTICULARS APPLY TO

THE ADMIRAL LINE

Telephones 2477 & 2478. 5th Floor, Hotel Mansions.

SERVICE TO UNITED STATES.

FOR NEW YORK and BOSTON.

S.S. "SCHODACK"

For freight space and particulars apply to:-

BARBER STEAMSHIP LINE INC.,
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REGULAR SERVICETo & From
SAIGON-SINGAPORE-SUMATRA
JAVA PORTS.

OPERATING THE FOLLOWING U.S.S.B. STEAMERS

GLYMONT March 10. CADARETTA March 25.

LAKE ONAWA March 20.

Through bills of lading issued to all United States,
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AUSTRALIAN SHIPPING.

CHINA-AUSTRALIA MAIL S.S. LINE.

FOR AUSTRALIAN PORTS VIA MANILA & SANDAKAN.

S.S. "VICTORIA" Sailing on 11th April.

SPECIAL SAILING FOR SHANGHAI.

S.S. "HWAH PING" Sailing on 18th March.

For Freight and Passage apply to:-

THE CHINA & AUSTRALIA S.S. CO. LTD.

Agents.

Tel. 3307.

113, Connaught Road Central.

PACIFIC SHIPPING.

PACIFIC MAIL S.S. CO.
TRANS PACIFIC SERVICE

Freight and Passengers.

For SAN FRANCISCO VIA SHANGHAI, JAPAN

PORTS AND HONOLULU.

AMERICAN STEAMERS.

"COLOMBIA" Sailing March 23.

"VENEZUELA" Sailing April 20.

PANAMA SERVICE

Freight and Passengers.

Regular bi-monthly sailings from San Francisco for Mexico,
Central America, Panama and West Coast of South America.

SHANGHAI-HONGKONG-CALCUTTA SERVICE

Freight Only

"LAKE FAULK" Sailing February 26.

For Singapore, Penang, Rangoon and Calcutta.

"JACOX" Sailing February 27.

MANILA-EAST-INDIA SERVICE

Freight and Passengers.

SAN FRANCISCO, HONOLULU, MANILA, SAIGON,
SINGAPORE, CALCUTTA AND COLOMBO.

Monthly Sailings.

AROUND THE WORLD SERVICE

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San Francisco to Yokohama, Kobe, Dairen, Tientsin, Shanghai,
Manila, Saigon, Singapore, Calcutta, Colombo, Bombay,
Alexandria, Bizerta, Marseilles, Barcelona, thence
Baltimore, Norfolk, Cristobal, Los Angeles and
San Francisco.

For full information regarding rates, space, etc. Apply to

PACIFIC MAIL S.S. CO.

HOTEL MANSIONS, HONGKONG.

Cable Address: "SOLANO."

Tel. 141.

HONGKONG to SAN FRANCISCO.
VIA SHANGHAI, THE INLAND SEA, JAPAN & HONOLULU.

"THE PATHWAY OF THE SUN."

STEAMERS. TONS. LEAVE HONGKONG.

* PERSIA MARU 9,000 Feb. 26th.

KOREA MARU 20,000 Mar. 7th.

* SIBERIA MARU 20,000 Mar. 19th.

TENYO MARU 22,000 Apr. 3rd.

SHINYO MARU 22,000 Apr. 27th.

* Not calling at Shanghai. † Calling at Dairen.

SOUTH AMERICAN LINE.

HONGKONG to VALPARAISO.

VIA JAPAN, HONOLULU, HILO, SAN FRANCISCO.

SAN PEDRO, SALINA CRUZ, BALBOA, CALLAO.

MOLLEND, ARICA & IQUIQUE.

THENCE BY TRANS-ANDIAN ROUTE to BUENOS AYRES.

STEAMERS. TONS. LEAVE HONGKONG.

* ANYO MARU 18,700 Mar. 15th.

* HAYO MARU 18,700 Apr. 9th.

SEIYO MARU 14,000 May 12th.

* This steamer will carry cargo only.

For full information regarding passenger rates, freight, and sailings apply to:-

Y. TSUTSUMI, Manager.

King's Building. Tel. Nos. 2374 & 2375.

Agents at Canton. Messrs. T. E. GRIFFITH, LTD.

STRUTHERS & DIXON, INC.

GREEN STAR LINE

Operating Far Eastern services for account of the
UNITED STATES SHIPPING BOARD.

TO MANILA.

"APUS" 28th February.

TO SEATTLE & VANCOUVER.

"APUS" 28th February.

TO NEW YORK & BALTIMORE.

"LANCASTER" 2nd March.

TO SAN FRANCISCO.

"WEST HENSHAW" 12th March.

Also, cargo accepted for Transshipment at San Francisco

and/or Seattle to weekly sailings for

NEW ORLEANS, SAVANNAH, NORFOLK, BALTIMORE,

PHILADELPHIA, NEW YORK, BOSTON.

Through Bills of Lading issued to all U.S. and Canadian

Overland Common Points.

HONGKONG OFFICE: 1st floor Powell & Building, 12, Des Voeux Rd., Tel. 3008

LOS ANGELES PACIFIC NAVIGATION CO.

TRANS PACIFIC FREIGHT SERVICE.

Operating the following U.S. Shipping Board steamers.

HONGKONG

TO

LOS ANGELES, CALIFORNIA, U. S. A.

Due Inwards About Sailing About

S.S. WEST HIKA April 1 S.S. WEST HIKA April 3

Through Bills of Lading to all U.S. and CANADIAN OVER-

LAND POINTS. No transshipment en route.

Shipside connection with the Salt Lake, Santa Fe and Southern

Pacific Railroads.

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LOS ANGELES, CALIF. Prince's Building, Chater Road,

BRANCH OFFICE: Telephone No. 1062.

Kobe, Shanghai, CHAS. P. RICHARDSON,

MANILA, SINGAPORE. General Agent for South China.

PACIFIC SHIPPING.

DOLLAR
LINESAILINGS FROM HONGKONG FOR
NEW YORK VIA SUEZ.

STEAMERS. SAILING DATE.

"GRACE DOLLAR" FEB. 26TH.

FOR NEW YORK VIA PANAMA.

"BESSIE DOLLAR" MARCH 5TH.

FOR VANCOUVER.

"BESSIE DOLLAR" MARCH 5TH.

Through Bills of Lading issued to all Over Land Common Points in
the United States and Canada.

For Particulars and Rates apply to:-

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GENERAL POST OFFICE BUILDING TEL. 792.

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NEW YORK DIRECT.

Joint service of the

"BLUE FUNNEL" LINE

(Ocean S. S. Co., Ltd., & China Mutual S. S. Co., Ltd.)

AMERICAN & MANCHURIAN LINE

(Ellerman & Bucknall S. S. Co., Ltd.)

Sailings from Hongkong.

"EURYPYLUS" Sailing date 2nd March. Calls at Boston.

"KENTUCKY" 6th March.

"LAERTES" 22nd March.

"SWAZI" 19th April.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For freight and particulars apply to

BUTTERFIELD & SWIRE or THE BANK LINE, LD, HONGKONG.

HONGKONG & CANTON REISS & CO. CANTON

CHINA MAIL S.S. CO., LTD.

Incorporated in U.S.A.

FREIGHT AND PASSENGERS

S.S. "NANKING" S.S. "NILE" S.S. "CHINA"

15,000 tons 11,000 Tons 10,200 Tons

SAILING FROM

HONGKONG for SAN FRANCISCO

via Shanghai, Japan Ports and Honolulu

S.S. "NANKING" S.S. "NILE" S.S. "CHINA"

March 30th. April 21st.

SAILING FROM

HONGKONG for MANILA

S.S. "NANKING" March 19th

SAILING FROM

HONGKONG for SINGAPORE

S.S. "NILE" S.S. "CHINA"

April 3rd. April 30th.

AN UNSURPASSED HIGH CLASS PASSENGER SERVICE.

C. T. SURRIDGE, FREIGHT & PASSENGER AGENT,

PRINCE'S BUILDING, ICE HOUSE STREET.

TEL. PASSENGER DEPT. TEL. FREIGHT DEPT. & AGENT

No. 1934.

No. 2161.

SAILING DATES

Europe, U.S.A., Etc.

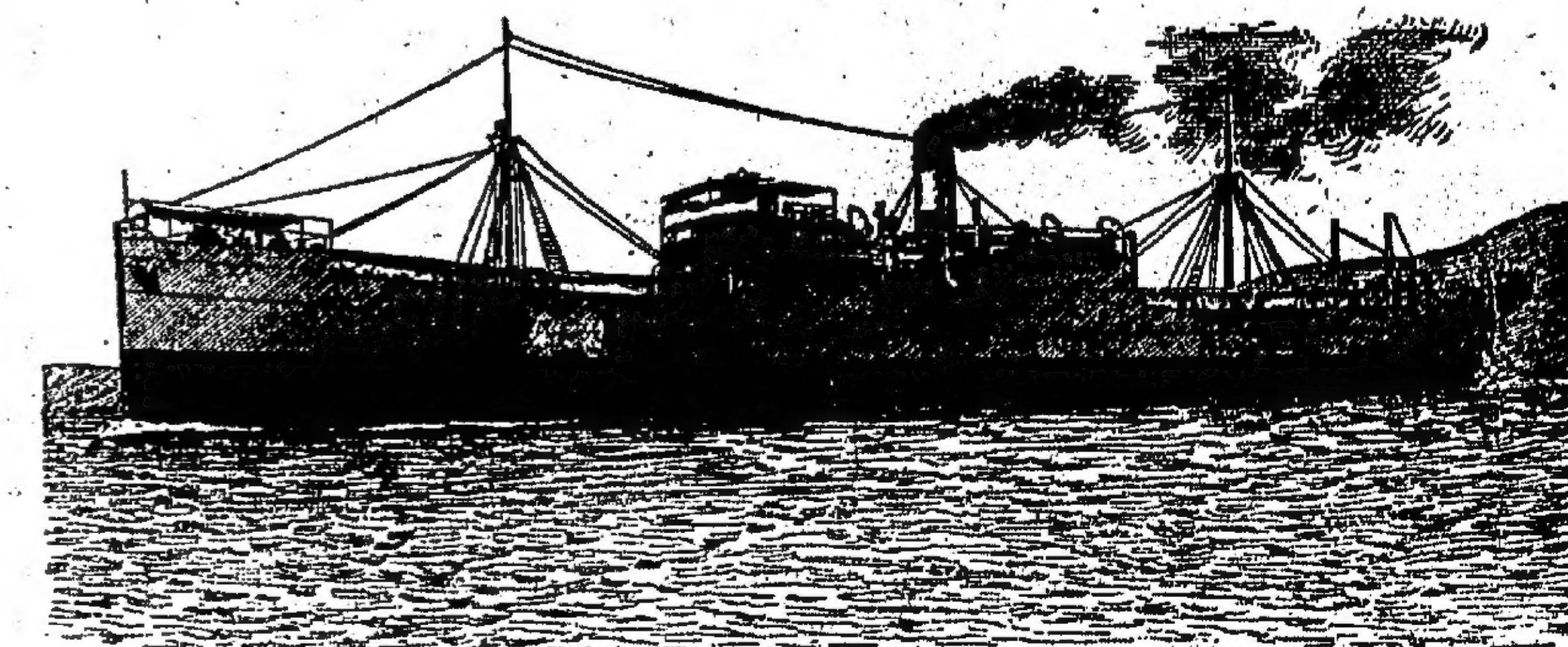
Perla M.	T. K. K.	Feb. 26
Grace D.	R. D. Co.	Feb. 26
Lahore	P. & O.	Feb. 27
Glentara	J. M. Co.	Feb. 27
Apus	S. & D.	Feb. 28
Toyohashi M.	N. Y. K.	E. Feb.
Toiresias	B. & S.	Mar. 1
Eurypylus	B. & S.	Mar. 1
Achilles	B. & S.	Mar. 1
Van Cloon	J. C. J. L.	Mar. 2
Eurypylus	B. & S.	Mar. 2
Lancaster	S. & D.	Mar. 2
Egmont	D. & Co.	Mar. 3
Kashgar	P. & O.	Mar. 4
Stentor	B. & S.	Mar. 4
Kanagawa M.	N. Y. K.	Mar. 4
Bessie	R. D. Co.	Mar. 5
Titan	B. & S.	Mar. 5
W. Henshaw	S. & D.	Mar. 5
Kentucky	B. L.	Mar. 6
Kentucky	B. L.	Mar. 6
Pawlet	A. L.	Mar. 7
Korea M.	T. K. K.	Mar. 7
Pawlet	A. L.	Mar. 7
Helene	B. & S.	Mar. 8
Hungaria	D. & Co.	Mar. 8
Dilwara	P. & O.	Mar. 9
Fushimi M.	N. Y. K.	Mar. 9
Eastern	P. & O.	Mar. 9
St. Albans	P. & O.	Mar. 6
Glentara	J. M. Co.	Mar. 11
Kleis	N. Y. K.	Mar. 11
Toyama M.	N. Y. K.	Mar. 11
Tanba	N. Y. K.	Mar. 12
W. Montana	A. L.	Mar. 12
W. Henshaw	B. & S.	Mar. 12
Anyo M.	T. K. K.	Mar. 15
Tijmanook	J. C. J. L.	Mar. 15
Telamon	B. L.	Mar. 16
Taiyuan	B. & S.	Mar. 16
Karmala	P. & O.	Mar. 18
Alipore	P. & O.	Mar. 18
Mishima M.	N. Y. K.	Mar. 18
Siberia M.	T. K. K.	Mar. 19
Laertes	B. L.	Mar. 22
Akita M.	N. Y. K.	Mar. 22
Mito M.	N. Y. K.	Mar. 24
Ningchow	B. & S.	Mar. 26

Japan, Coast Ports, Etc.

Delagoa M.	N. Y. K.	Feb. 26
Hangsang	J. M. Co.	Feb. 26
L. Faulk	P. M. Co.	Feb. 26
Yeboshi M.	N. Y. K.	Feb. 26
Teopao	J. M. Co.	Feb. 26
Kwongong	J. M. Co.	Feb. 26
Dilwara	P. & O.	Feb. 27
Chenai	N. Y. K.	Feb. 27
Muroran M.	N. Y. K.	Feb. 27
Kwongsang	J. M. Co.	Feb. 27
Yuensang	J. M. Co.	Feb. 27
Jacox	P. M. Co.	Feb. 27
Tjileboet	J. C. J. L.	Feb. 28
Apus	S. & D.	Feb. 28
Tanda	P. & O.	Feb. 28
Sinkiang	B. & S.	Mar. 1
Haiching	D. L. Co.	Mar. 1
Chengtu	B. & S.	Mar. 1
Choyhsang	J. M. Co.	Mar. 1
Kumsang	J. M. Co.	Mar. 1
Taksang	J. M. Co.	Mar. 2
Hanyang	B. & S.	Mar. 2
Toyooka M.	N. Y. K.	Mar. 3
Chunsang	J. M. Co.	Mar. 3
Hailong	D. L. Co.	Mar. 4
Loongsang	J. M. Co.	Mar. 4
Waishang	J. M. Co.	Mar. 4
Tjiselak	J. C. J.	Mar. 5
Soochow	B. & S.	Mar. 5
Riojun	D. & Co.	Mar. 6
Laisang	J. M. Co.	Mar. 8
Hailong	D. L. Co.	Mar. 8
Samarang M.	D. & Co.	Mar. 12
A. Apear	P. & O.	Mar. 14
Trieste	D. & Co.	Mar. 15
Nikko M.	N. Y. K.	Mar. 16
Bombay M.	N. Y. K.	Mar. 17
Borneo M.	D. & Co.	Mar. 24

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Iron and Brass Founders, Forge Masters, Electricians

S.S. "AMBATIELOS" (ex "WAR TROOPER") 8,240 tons D.W.; 5,195 ton gross

Built and engined by The Hongkong & Whampoa Dock Co., Ltd.,
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Please Address Enquiries to the Chief Manager

R. M. DYER, B.S.C. M.I.N.A. KOWLOON DOCK HONGKONG

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(COMPANIES incorporated in ENGLAND)

STRAITS & BURMA, OCEAN, INDIA, PERSIAN GULF, WEST INDIES, AUSTRALIA, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, GULF, EUROPE, ETC.

PENINSULAR & ORIENTAL SAILINGS (South)

S.S.	Tons	From Hong-kong (about)	Destination
KASHGAR	9,000	4th Mar.	M's, London & Antwerp.
DILWARA	5,400	9th Mar.	Spore, Colombo & B'way.
ALFORD	5,300	16th Mar.	M's, London & Antwerp.
KARMA	9,000	18th Mar.	M's, London & Antwerp.

BRITISH INDIA-APCAR SAILINGS (South)

AREATOONA	4,510	14th Mar.	Calcutta via Singapore, Penang and Rangoon.
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EASTERN & AUSTRALIAN SAILINGS (South)

ST. ALBANS	4,500	9th Mar.	Melbourne via Sandakan, Thursday Island, Townsville, Brisbane and Sydney.
EASTERN	4,000	9th Mar.	

SAILINGS TO SHANGHAI & JAPAN:

DILWARA	5,400	27 Feb. 9 a.m.	Shanghai.
TANDA	7,000	28 Feb. 9 a.m.	Shanghai & Kobe.

WIRELESS ON ALL STEAMERS.

Par tele Messing not more than 1/2 ft. X 1 ft. will be received at the Company's Office up to noon on the day previous to sailing.

For Passage Rates, Handbooks, Freights, etc., apply to

MACKINNON, MACKENZIE & CO.

22, Des Voeux Road Central. Agents.

N. Y. K.**NIPPON YUSEN KAISHA.**

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

SEATTLE & VICTORIA or VANCOUVER via Manila, Shanghai and Japan ports.

Cargo to Overland Points U.S. in connection with Great Northern, Northern Pacific, and Chicago, Milwaukee & St. Paul Railways.

FUSHIMA MARU (Omitting Manila) Wed., 9th Mar. at 11 a.m.

TOYAMA MARU (Omitting Manila) Friday, 11th Mar. at 11 a.m.

KASHIMA MARU (Omitting Manila) Wednesday, 20th Apr. at 11 a.m.

LONDON & ANTWERP via Singapore, Penang, Colombo, Suez, Port Said & Marseilles.

ELEPHANT MARU ... Friday, 11th Mar. at 11 a.m.

MIBIKI MARU ... Friday, 18th Mar. at 11 a.m.

HAMBURG, AMSTERDAM, LONDON & ROTTERDAM.

MUTO MARU ... Thursday, 24th March.

LIVERPOOL & MARSEILLES via Suez.

TAMBA MARU ... Saturday, 12th March.

SYDNEY & MELBOURNE via Manila, Zamboanga, Thursday Island, Townsville & Brisbane.

TAMGO MARU ... Friday, 28th Mar. at 11 a.m.

NIKKO MARU ... Tuesday, 19th Apr. at 11 a.m.

NEW YORK via Suez.

AKITA MARU ... Tuesday, 22nd March.

SOUTH AMERICAN PORTS via Cape.

KANAGAWA M. (Sailing from Singapore) Friday, 4th March.

BOMBAY & COLOMBO via Singapore.

DELAGOA MARU ... Saturday, 26th February, at noon.

BOMBAY MARU ... Thursday, 17th March.

CALCUTTA & RANGOON via Singapore & Penang.

TOYOOKA MARU ... Thursday, 3rd March.

JAPAN PORTS—Nagasaki, Kobe & Yokohama.

NIKKO MARU ... Wednesday, 16th Mar., at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.

YEBOSHI MARU ... Saturday, 26th February.

MURORAN MARU ... Sunday, 27th February.

KITANO MARU ... Thursday, 3rd March, at 11 a.m.

For further information apply to—

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Telephone Nos. 292 & 293. S. YASUDA, Manager.

JAVA-CHINA-JAPAN LIJN.Regular Fortnightly Service between
JAVA, CHINA and JAPAN.

Steamer	From	Expected on or about	Will leave on or about	For
Tjibbet	Java	in port	28th Feb.	Japan
Tjilak	Java	in port	5th Mar.	Java

The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia.

ALSO OPERATING
JAVA PACIFIC LIJN.
NEXT SAILING.

Steamer	From	Expected on or about	Will leave on or about	For
Tjibbet	Java	25th Mar.	27th Mar.	San F'choo

Through Bills of Lading issued to U.S.A. and Canadian Overland Points.

For Freight and Passage apply to the

Java-China-Japan Lijn.

Telephone No. 1874. York Buildings.

Shipping to Europe, Australia, and other Ports.

DODWELL & CO., LTD.**STEAMSHIP SERVICES.**Regular Sailings to
FOR NEW YORK and or BOSTON.**S.S. "EGREMONT CASTLE"**

Sailing about end of March.

LLOYD TRIESTINO.**BRINDISI, VENICE & TRIESTE.**

Taking cargo on through Bills of Lading for Levant, Black Sea and Danube Ports.

Fiume having been re-opened for traffic, cargo is also accepted for this port on through B/Lading.

S.S. "HUNGARIA" Sailing on or about 8th March.

FOR SHANGHAI.

S.S. "TRIESTE" Sailing on or about 15th March.

Passengers Luggage can be insured at the office of the Agents.

NANYO YUSEN KAISHA LTD.

(SOUTH SEA MAIL S.S. CO.)

Regular services between

JAPAN, HONGKONG & JAVA.

FOR JAVA.

S.S. "SAMARANG MARU" Sailing on or about 12th Mar.

S.S. "BORNEO MARU" Sailing on or about 24th Mar.

FOR JAPAN.

S.S. "RIOJUN MARU" Sailing on or about 6th Mar.

OCEAN TRANSPORT CO., LTD.

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Steamship services Trans-Pacific.

also to Australia, Europe, etc.

NATAL LINE OF STEAMERS.

Taking cargo on through Bills of Lading for South African Ports, with transhipment at CALCUTTA, in conjunction with the Indo-China Steam Navigation Co., Ltd., and Apeir Lines.

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LTD., Agents.**AUSTRALIAN ORIENTAL LINE.****HONGKONG TO PHILIPPINES & AUSTRALIAN PORTS.**
SAILING (SUBJECT TO ALTERATION).

Steamer.	Arrives Hongkong from Australia.	Leaves Hongkong for Australia.
TAIYUAN	13th March.	16th March.

This steamer is fitted with Refrigerating machinery, ensuring a plentiful supply of ice, fresh provisions etc. and has superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried. Reduced Fares. Cargo booked through to all Australian, New Zealand and Tasmanian ports.

For Freight and Passage apply to

Butterfield & Swire.

Telephone No. 36. Agents.

"ELLERMAN" LINE.

(ELLERMAN & BUCKNALL STEAMSHIP CO., LTD.)

JAPAN, CHINA & STRAITS

TO

UNITED KINGDOM & CONTINENT.For Steamer Sailing.
LONDON, ANTWERP & HAMBURG "FOYLE" 28th Feb.

For particulars of sailings shippers are requested to approach the undersigned.

Subject to change without notice.

THE BANK LINE, LTD.,

or to BEISS & Co. Canton General Agents.

CLEN AND SHIRE

JOINT SERVICE OF STEAMERS.

U.K., STRAITS, CHINA & JAPAN Service.

OUTWARDS.

Vessel.	Due Hongkong.
S.S. "GLENAPP"	25th February.
"CARNARVONSHIRE"	10th March.
"PEMBROKESHIRE"	25th March.

HOMEWARDS.

Vessel.	Leaves Hongkong.	Discharges.
"GLENARA"	27th Feb.	GENOA, LONDON & ROTTERDAM.
"GLENARIFFE"	11th Mar.	GENOA, LONDON & ROTTERDAM.

Movements are subject to change without notice.

For freight or further particulars please apply to—

JARDINE, MATHESON & CO., LTD.Agents: **THE GLEN LINE, LTD.**

Telephone No. 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100.

COASTAL SHIPPING.

INDO CHINA STEAM NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

Destination	Steamer	Sailing
SHANGHAI via Swatow Kwongsang	Sun., 27th Feb. at d'light.	
SHANGHAI via Swatow Chowsang	Tues., 1st Mar. at d'light.	
SPORE, Penang & C'ta Kumsang	Tues., 1st Mar. at 3 p.m.	
HAIPHONG via Hoihow Taksang	Wed., 2nd Mar. at 9 a.m.	
BANGKOK via Swatow Chowsang	Thur., 3rd Mar. at d'light.	
SHANGHAI via Swatow Waihsang	Fri., 4th Mar. at d'light.	
MANILA via Swatow Loongsang	Fri., 4th Mar. at 3 p.m.	
KOBE via Swatow Loongsang	Tues., 8th Mar. at d'light.	

CALCUTTA LINE.—This Line now affords regular sailings to Calcutta, Penang and Singapore; Returning from Calcutta steamers proceed via Straits and Hongkong to Japan occasionally calling at Shanghai.

All steamers have excellent passenger accommodation, are fitted with Electric Light & Fans and carry a fully qualified Surgeon.

SHANGHAI LINE.—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued all to Northern and Yangtze Ports via Shanghai.

MANILA LINE.—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE.—Sailings approximately weekly for passengers and cargo, calling at Hoihow when inducement offers.

BORNEO LINE.—One sailing per month between Hongkong and Sandakan by a steamer having up-to-date accommodation for passengers.

Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawao and Lahad Datu.

TIENTSIN LINE.—A regular service is run from March to Nov. between H'kong & Tientsin calling at Weihaiwei & Chefoo.

CALCUTTA LINE.

S.S. "KUMSANG" will be despatched on or about Tuesday 1st Mar., at 3 p.m. for SINGAPORE, PENANG & CALCUTTA.

Through Bills of Lading issued to RANGOON, PORT SWETENHAM & MADRAS & DUTCH EAST INDIES.

For Freight or Passage apply to—

JARDINE MATHESON & CO., LTD.

General Managers.

Telephone No. 215.

C. N. C.**CHINA NAVIGATION CO., LTD.**

SAILINGS SUBJECT TO ALTERATION.

For	Steamers	To Sail.
SHANGHAI & TSINGTAO	Chenan	27th Feb. at d'light.
SWATOW & BANGKOK	Chengtu	1st Mar. at 10 a.m.
AMOY, SHAI & PUKOW	Sinkiang	1st Mar. at noon.
SHANGHAI	Honyang	2nd Mar. at d'light.
SHANGHAI	Soochow	5th Mar. at noon.

SHANGHAI LINE.—PASSENGERS, MAILS AND CARGO. Excellent Saloon accommodation amidships. Electric Light and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong and Shanghai (three weekly) and Tsingtao weekly, taking Cargo on through Bills of Lading to all Yangtze, and Northern China Ports. Passengers are Landed in Shanghai, avoiding the inconvenience of transhipment at Woosung.

BANGKOK LINE.—Weekly service to and from B'kok via S'tow.

For Freight or Passage apply to

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Agents.

Telephone No. 36.

Hongkong Feb. 27, 1921

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For Swatow, Amoy and Foochow and Returns,
(Occupying 9 to 10 days.)

Steamships.	Captain.	Leaving.
Haiching	A. H. Stewart	TUES., 1st Mar. at noon.
Haichong	W. Q. Passmore	FRI., 4th Mar. at noon.
Haichong	W. Couper	TUES., 8th Mar. at noon.

Arrivals and Departures from the Co's Wharf (near Blake Pier.)

For Freight and Passage, apply to

Douglas Lapraik & Co.,

General Managers.

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Further information may be obtained at the Co's Office, Hotel Manama or from Messrs. Tait, Owen & Son, Booking Agents, Hongkong.

MOVEMENTS OF STEAMERS.

The A. D. s.s. ELDRIDGE, is due to arrive here from Seattle, Wash. via ports on or about February 26th.

s.s. TELAMON (Blue Funnel Line) left Suez on 4th inst. for Hongkong and is due here on 28th inst.

The Admiral Line s.s. PAW. LET, is due to arrive here from Portland, Ore. via ports on or about March 7th.

The T. K. K. s.s. ANYO M., arrived at Yokohama on the 13th instant, and sails on the 17th instant, being due at this port March 5th.

The R. M. S. MONTEAGLE, left Vancouver for Hongkong, via Japan ports, Shanghai on the 10th Feb. and is due at Yokohama on or about the 28th Feb.

The N. Y. K. s.s. WAKASA M. (Liverpool Line) left Liverpool for this port via Suez on the 22nd January and is expected here on the 3rd March.

The N. Y. K. s.s. FUSHIMI M. (American Line) left Kobe for this port via Nagasaki, Shanghai and Manila on the 19th Feb. and is expected here on the 4th March.

The N. Y. K. s.s. MURORAN MARU (Calcutta Line) left Singapore for this port on the 19th February and is expected here on the 26th February.

The R. M. S. EMPRESS OF RUSSIA arrived at Yokohama, on 18th February, left there 19th Feb. and is due at Vancouver on 28th Feb.

The N. Y. K. s.s. HEIJIN M. (Calcutta Line) left Calcutta for this port via Rangoon and Singapore, on the 22nd February and is expected here on the 14th March.

The T. K. K. s.s. KOREA M. arrived at Manila on the 22nd instant and will sail 24th instant, being due at Hongkong Saturday morning, the 26th instant.

The Blue Funnel Line, s.s. ACHILLES, will leave Liverpool on the 27th inst. and s.s. TITAN, on the 5th March for this Port.

The s.s. HUNGARIA, sailed from Moji on the 23rd inst., for Hongkong via Shanghai. Dodwell & Co. Agents.

The N. Y. K. s.s. NIKKO M. (Australian Line) left Sydney, for Hongkong via ports, on the 23rd Feb. and is expected here on the 15th March.

The N. Y. K. s.s. KITANO M. (European Line) left Singapore for this port on the 24th Feb. and is expected here on the 2nd Mar.

The N. Y. K. s.s. KAMO M. (European Line) left London for this port via Suez on the 19th Feb. and is expected here on the 30th March.

The N. Y. K. s.s. TOYOOKA M. (Calcutta Line) left Kobe for this port via Nagasaki, on the 24th Feb. and is expected here on the 3rd March.

The N. Y. K. s.s. TOYAMA M. (American Line) left Kobe for this port via Nagasaki & Shanghai, on the 23rd Feb. and is expected here on the 3rd March.

The s.s. TEIRESIAS, (Blue Funnel Line) left Shanghai on 24th inst. for Amsterdam, London and Antwerp via Hongkong. Vessel is due here on 27th inst. and will sail, as above, on 1st March at noon.

The T. K. K. s.s. ANYO M. sailed from Nagasaki on the 26th instant, and is due at Hongkong on the morning of March 3rd.

The R. M. S. EMPRESS OF ASIA arrived at Kobe on 23rd February, leaves there 24th Feb. and is due at Nagasaki on 25th February.

The s.s. IDOMENEUS, (Blue Funnel Line) left Suez, on 11th inst. for Hongkong and is due here on 11th March.

The N. Y. K. s.s. INABA MARU (European Line) left London for this port via Suez on the 5th February and is expected here on the 17th March.

The s.s. ATREUS (Blue Funnel Line) left Suez on 17th inst. for Hongkong and is due here on 11th March.

NOTICES.


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The prices of Postal Stationery have been revised as follows:—
Post Cards 1c. & 1½c. — 2c. each
4c. — 5c. "
Postage Envelopes 4c. — 5c. "
Registered Letter Envelopes 10c.
Sizes F. G. H. & 1½ — 15c. "
Size K. — 20c. "

Telegraphic communication with Gap Rock Lighthouse is interrupted.

Registered and Parcel Mails are closed 15 minutes earlier than the time given below unless otherwise stated, and where mails are advertised to close at or before 9 a.m. registered and parcel mails are closed at 5 p.m. on the previous day.

INWARD MAILS.

Straits—Per MURORAN M., 26th Feb.
U.S.A. and Manila—Per KOREA M., 26th Feb.

OUTWARD MAILS.

To-morrow.

Japan—Per TJILEBOET, 9 a.m.
Shanghai, N. China & Japan—Per TANDA, Reg. 9 a.m.
Monday 28th Letters 7.30 a.m.
Swatow, Amoy and Keelung—Per AMAKUSA M., 9 a.m.
Monday, 28th Feb.
Swatow—Per HYDRANGEA, 3.30 p.m.
Swatow, Shanghai & N. China—Per CHAOY SANG, 5 p.m.

Tuesday, 1st Mar.

Straits Bangkok & "Calcutta"—Per KUM SANG, 1 p.m.
Shanghai & N. China—Per HUNAN, 10 a.m.
Shanghai & N. China—Per HANYANG, 5 p.m.
Amoy, Shanghai & North China—Per SINKIANG, 11 a.m.
Swatow, Amoy and Foochow—Per HAICHING, 11 a.m.
Swatow & Bangkok—Per CHENG TU, 9 a.m.
Straits, Bangkok, Ceylon, Mauritius, L. Marques, S. Africa, India via Dhanushkodi, Egypt and Europe via Suez—Per TEIRESIAS, Reg. 8.45 p.m. Letters 10.30 a.m.

Wednesday, 2nd Mar.

Hoihow and Haiphong—Per TAK SANG, 8 a.m.
Swatow and Bangkok—Per CHUN SANG, 5 p.m.
Hoihow, and Haiphong—Per LOK SANG, 8 a.m.
Straits, Bangkok, Ceylon, Mauritius, L. Marques, S. Africa, India via Dhanushkodi, Egypt, Aden & Europe via Marseilles—Per KASHGAR, Reg. 5 p.m. Letters Thursday 3rd 8.30 a.m.
The Parcel Mail will be closed on Wednesday, 2nd Mar. at noon.

Thursday, 3rd Mar.

*Swatow, Shanghai & N. China—Per WAI SHING, 5 p.m.
Swatow, Straits and Bangkok—Per HUPEH, 9 a.m.

Friday, 4th Mar.

Philippine Island—Per LOONG SANG, 2 p.m.
Swatow, Amoy and Foochow—Per HAIHONG, 11 a.m.
Saturday, 5th Mar.
Shanghai and N. China—Per SOO CHOW, 11 a.m.
Monday, 7th Mar.
Japan—Per AI SANG, 5 p.m.
Tuesday, 8th Mar.
Swatow, Amoy and Foochow—Per HAILOONG, 11 a.m.
*Correspondence bearing vessel's names only.

EXCHANGE.

(Opening Rate: closing Rate on Page 11.)

SELLING.

T/T 2/5
Demand 2/5½
30 d/s 2/5¼
60 d/s 2/5½
4 m/s 2/5½
T/T Shanghai Nom.
T/T Singapore 104¼
T/T Japan 97¼
T/T India 188¼
Demand, India 188¼
T/T San Francisco & New York 46¼
T/T Java 134
T/T Marks Nom.
T/T France 6.45
Demand, Paris —

BUYING.

1 m/s. L/C 2/6½
4 m/s. D/P 2/7¼
5 m/s. L/C 2/7½
30 d/s. Sydney and Melbourne 2/8½
30 d/s. San Francisco & New York 48¼
4 m/s. Marks Nom.
4 m/s. France 7.05
6 m/s. France 7.25
Demand, Germany 46½
Demand, New York Nom.
T/T Bombay 188¼
Demand, Bombay 188¼
T/T Calcutta 188¼
Demand, Calcutta 97¼
On Yokohama 109
Demand, Manila 104¼
On Haiphong Nom.
On Saigon 87
On Bangkok Nom. 7.95
Sovereign —
Gold leaf per Tael 31¾
Bar Silver, ready 31¾
forward 31¾
Bank of England rates 7%
New York/London 3.85¼

SUBSIDIARY COINS.

H'kong 50 cts. pieces 1/10½ dis.
10 " " 1/2½ dis.
5 " " 2½ dis.
Canton subcoins 19.6½ dis.
Hongkong Feb. 24, 1921.

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S. KOMURA, Manager.

No. 14, Pedder Street Hongkong.

WEATHER REPORT.

Feb. 25d. 11h. 54m.—Pressure has decreased moderately at Weihaiwei, and slightly at other reporting stations.

The anticyclone has weakened and moved eastward. The monsoon is interrupted to the north of Amoy. It will remain fresh to moderate over the North China Sea.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.09 inch. Total since January 1st, 1.23 inches, against an average of 2.90 inches.

FORECAST FOR THE 24 HOURS ENDING AT NOON TO-MORROW.

District.	Forecast.
1 Hongkong to Gap Rock	E. winds, moderate; fine, foggy later.
2 Formosa Channel	N.E. winds fresh to moderate.
3 South coast of China between H.K. & Lamooka	The same as No. 1.
4 South coast of China between H.K. & Hainan	The same as No. 1.

T. F. CLAXTON, Director.

H.K. Observatory, Feb. 25, 1921.

TIME SIGNALS.

The time ball on Kowloon Signal Hill is dropped daily at 10 a.m. and 4 p.m., except on Saturdays when it is dropped at 10 a.m. and 1 p.m., and on Sundays and Holidays when it is dropped at 10 a.m. only.

The ball is hoisted half mast at the 55th minute and full mast at the 57th minute. Should the ball fail to drop at the correct time, it will be lowered at five minutes past the hour and the ordinary routine repeated at the following hour, if possible.

Should the time ball be out of order the a. o. routine will be carried out with the flag "Z", on the storm signal mast.

Time signals are also given at night by means of three white lamps mounted vertically on the Observatory wireless mast. From 8h. 58m. to 9h. 00m. the lamps are extinguished momentarily at the even seconds, except at the 2nd, 28th, 50th, 52nd, and 54th of each minute. The hours refer to Hongkong Standard Time (8 hours of east Greenwich).

Printed and Published for the Proprietor, by Alfred Morley at 11, Ice House Street, in the City of Victoria, Hongkong.